MOTOR COACH AGE

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MOTOR COACH AGE

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Since its founding in 1948, the Society has had as its main purpose the collection and publication of information about the history and progress of the bus business in the United States and Canada. Its membership includes representatives of many phases of the industry as well as students and members of the general public with an interest in buses.

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ABOUT THE COVER STORY

Much of the 108-square-mile borough of Queens, New York City, was developed after the city's extensive rapid transit network had been completed. In the days of independent buses, sparse population resulted in simultaneous growth of many small bus companies without traction system affiliations, which was not the case in the other boroughs.

Under Fiorello LaGuardia the surface transit system in Queens was rationalized, with three sizable bus companies in different parts of the borough plus three smaller companies that had succeeded street railways. The largest carrier was North Shore Bus Co., which also became the least profitable because of its longer hauls and essentially peak-hour feeder function.

Rapid development, particularly in the postwar years, brought the borough into competition with the older boroughs for city funds. One result was an economical method of street construction on a dirt base, sometimes compared to "putting a rug over mud." A typical surface is shown under T6H-5309A 6219, grandly misnamed Bell "Boulevard" in Bayside.

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QUEENS

NORTH SHORE BUS CO. AND NYCTA QUEENS BUS DIVISION

Bernard Linder

The Queens Bus Division of the New York City Transit Authority operates almost 600 buses on 37 routes, principally in the outer part of the borough beyond the subway terminals. Other surface transportation in Queens is furnished by five private bus companies and to a small extent by MABSTOA and the Brooklyn Bus Division, which are not discussed in this article. Most of the Queens Bus Division's service radiates from Flushing and Jamaica and acts to feed subway stations at those points, the eastern part of Queens consisting largely of one and two-family houses.

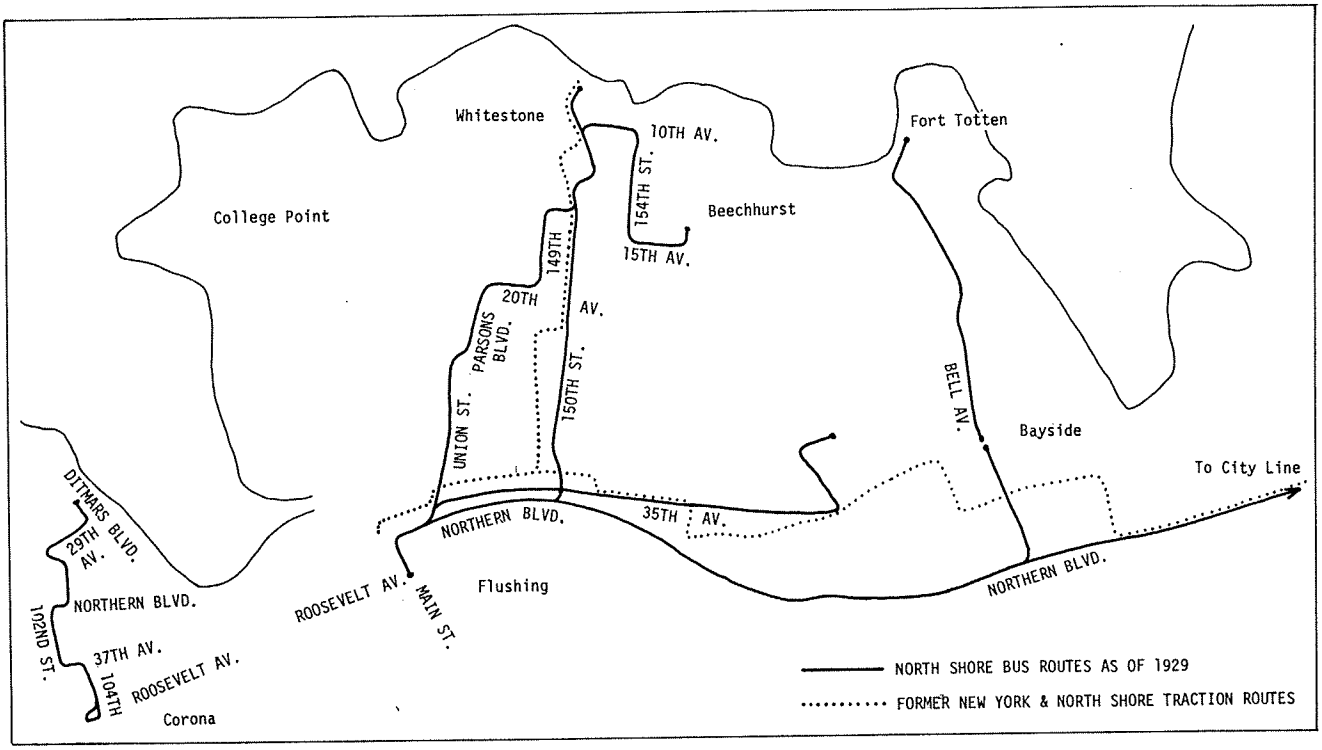
At the turn of the century, the area was predominantly rural, and its chief form of transportation was the Long Island Rail Road. Most of the people were concentrated in Jamaica, which had also been served since 1866 by Jamaica Avenue horse cars, the predecessors of the Brooklyn Bus Division's Jamaica Avenue bus. Only a few trolley lines were built in this region because of the low population density. In 1896 and 1897, the Long Island Electric Railway began operating from Jamaica to Belmont Park, Ozone Park and Far Rockaway over nearly the same routes as its successor Jamaica Buses serves today. The New York & Long Island Traction Co. opened two trolley lines into Nassau County from the former Fulton Street elevated terminal at Grant & Liberty Avenues, Brooklyn, during 1905. The first of these operated over Long Island Electric tracks in Queens and terminated in Mineola and Hempstead, while the other wended its way along Rockaway Blvd. and passed through Freeport before ending in Mineola.

New York & Queens County Railway cars served both Jamaica and Flushing over routes similar to those followed now by Queens Transit buses. Storage battery cars, which had been placed in service between Flushing and College Point in 1891, were replaced by electric cars in 1895. Trolley cars started running through to Jamaica in 1899, and by 1901 there was through service to Long Island City.

FLUSHING ROUTES

North Shore Traction The only street railway that might be said to have preceded the present-day Queens Bus Division is the New York & North Shore Traction Co., which inaugurated service in 1910 from a junction with the New York & Queens at Main Street & Northern Blvd. in Flushing. North Shore Traction's Whitestone line ran via Prince Street, 35th Avenue, Union Street, 34th Avenue, 149th Street, 23rd Avenue, 150th Street, 11th Avenue, Clintonville Street and 151st Street to Whitestone Landing, while its main line continued east on 34th Avenue, 153rd Street, 35th Avenue, 163rd Street, Crocheron Avenue, 210th Street, 39th Avenue, 221st Street and Northern Blvd. past the city line to terminal points in Port Washington, Mineola and Hicksville. (All street names used in this description are the modern ones.)

The north shore of Queens was built up very slowly because it was relatively inaccessible; the IRT's Queensborough elevated line was built to Alburtis Avenue (now 104th Street), Corona, in 1917. In the beginning North Shore Traction made a modest profit, but during World War I it became apparent that the line could not earn its fixed charges. The city would not permit an increase in the traditional five-cent fare, even though Mayor Hylan agreed in 1918 that the company needed higher fares because of postwar inflation. Effective January 24, 1919, the desperate North Shore management suggested that its customers voluntarily pay a seven-cent fare. Many passen-



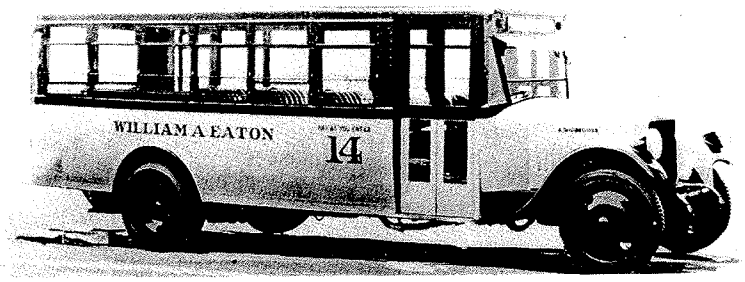
gers complied at first, but within a short time most had stopped. The company struggled on until March 1, 1920, when a heavy snowstorm brought an abrupt end to the trolley service.

Wherever streetcar service was given up or was considered inadequate, it was then the policy of the city to institute what was termed "Emergency Bus Service," carried out by individual bus owners under the supervision of the city's Department of Plant & Structures. Bus service replacing the North Shore's lines was delayed by the snow and ice, but after 100 men had worked on the street for two weeks the decision was made to start service. On March 14, eight 16-passenger buses running on a 7-minute headway and charging a five-cent fare started operating along Northern Blvd. as far as Bayside. No attempt was made to provide service to Little Neck or Whitestone, or to follow the car tracks. By 5 o'clock in the afternoon of the first day, all eight buses had been laid up for repairs because of the poor condition of the roadway, but service was continued as well as could be managed.

Warm weather finally cleared the snow and ice, and the North Shore was able to resume streetcar service on April 15. Now in addition to sparse population, the company had to contend with the city-sponsored buses, which took much of the available business. When the city refused to discontinue the bus service, the streetcar lines were abandoned permanently on May 2, 1920.

Rauchwerger Bus Co. Officially the city favored a system of municipally owned and operated buses, but street railway interests were able to block any tentative moves in that direction because the city did not have the legal right to operate transit services. Consequently the Department of Plant & Structures was gradually replaced as operator of the "emergency" bus lines by individuals and corporations who received revocable permits for specific routes.

Joseph Rauchwerger had started in the bus business as an individual owner-driver on the DP&S-supervised 14th Street route in Manhattan during 1920. When New York Railways succeeded in obtaining an injunction forbidding the continued operation of that line, Rauchwerger was transferred to the Madison-Chambers crosstown line. With the



In addition to Mack AB's handed over to North Shore, the William A. Eaton line operated Pierce-Arrow model Z buses such as this one (reproduced from a printed illustration). North Shore itself had Pierce-Arrows in the early days.

inauguration of service on Pitkin Avenue, Brooklyn, in 1921, Rauchwerger formed a partnership with another Madison-Chambers owner named David Reisfield to purchase five White buses for use on Pitkin Avenue. This route was enjoined by the BMT within a month, and the partnership was dissolved. Rauchwerger was left with three Whites and a Packard, but no route to run them on.

In August 1921, the Department of Plant & Structures assigned Rauchwerger to the Flushing-Bayside route, and early in 1922 initiated a Flushing-Whitestone line via Union Street, Parsons Blvd., 20th Avenue, 149th Street, 15th Avenue and 150th Street, approximately along the abandoned New York & North Shore Traction route, and Rauchwerger was the principal operator here as well. Effective August 1, 1922, Rauchwerger Bus Co. received temporary operating permits for the two lines, and the DP&S withdrew.

Rauchwerger Bus Co. was incorporated on August 14, 1923, and by June 1925 was operating 10 buses. Both routes originated at Main Street & Roosevelt Avenue, adjacent to the Flushing station of the Long Island Rail Road. The Bayside line, which has become Rt Q13 with modifications, ran north on Main Street, east on Northern Blvd., and north on Bell Avenue to Crocheron Avenue (now 35th Avenue). Rauchwerger did not attempt to replace the New York & North Shore Traction's local service beyond the city limits, but a branch of the Bayside line along Northern Blvd. to the city line at Little Neck was started later in 1925 (and is now Rt Q12). The Whitestone route (Q14 today) ran as it had since 1922. As residential development followed the opening of the IRT elevated line, a fourth route was started during 1925. This ran mainly along 104th Street in Corona, feeding the Alburtis Avenue station, and is now the northern part of Triboro's Q23 route. All of this service was operated from a small garage on Lawrence Street near Roosevelt Avenue.

Nassau County Operations North Shore Bus Co., a new corporation, was formed by Joseph Rauchwerger and his brother-in-law Charles Vitriol on April 21, 1926, to operate buses in Nassau County. Its first line was between Roslyn and Glen Cove, started on December 11, 1926. North Shore absorbed Rauchwerger Bus Co. in August 1927, in preparation for the further expansion that was sure to follow extension of the IRT elevated line to its underground terminus at Main Street, Flushing, which was completed in January 1928.

With the approval of the Public Service Commission, North Shore acquired the franchises of the Glen Cove-New York Coach Corp. during July 1928 and soon thereafter initiated a branch of this line to Great Neck and a short-turn to Flushing, the latter a short-lived effort. The predecessor company had operated to and from the Waldorf-Astoria Hotel, then at Fifth Avenue & 34th Street, but North Shore transferred the routes to the Hotel Astor Terminal on West 44th Street. In November 1928, North Shore also purchased the William A. Eaton Line, with seven Mack buses. This service operated between Port Washington, Mineola and Hicksville, in effect

The earliest North Shore photograph so far uncovered dates from 1932 and shows the first of 10 White 54-A parlor buses prior to delivery. --White

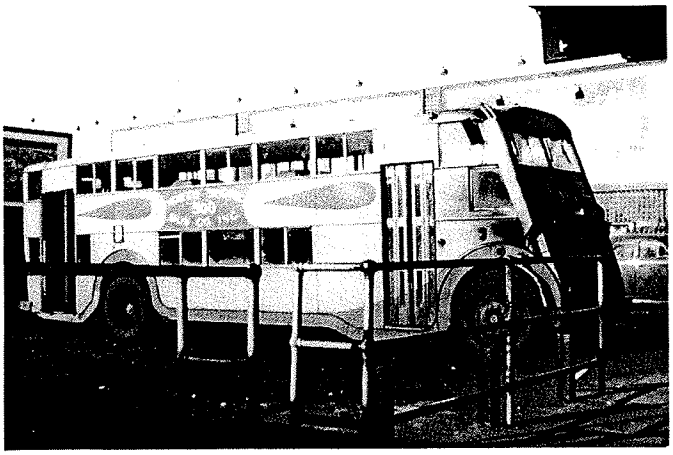
replacing the Nassau County portion of the New York & North Shore Traction Co. North Shore bought 30 new buses, 15 Macks and 15 Yellows, to serve the Nassau County routes, a purchase which approximately tripled the size of its fleet. Two additional garages were leased in Flushing to accommodate the added buses. During 1929 new services were inaugurated in the same territory: a Flushing-Glen Cove short-turn of the through line to New York City, a Mineola-Glen Cove link (discontinued in 1930), and a Sea Cliff-Glen Cove local line.

Queens Express Buses A further 15 Yellow type Z parlor coaches delivered in 1930 permitted the initiation of three new lines between the Astor Terminal and outlying parts of Queens, which might be thought of as the progenitors of today's extra-fare bus lines. Route details are scanty, because these buses were operated under hack licenses rather than omnibus permits, but the outer terminal points were Richmond Hill, Queens Village and St. Albans, and it may be presumed that buses used Northern Blvd., Queens Blvd. and Hillside Avenue primarily. The St. Albans route was given up during 1931, but the other two were more successful. Buses used during the week on these lines were put to work on summer weekends running from Flushing to Coney Island, Long Beach or the Mineola Fair Grounds. Ten new White 54-A's and a double-deck Pickwick Duplex coach were added to the fleet in 1931, when New York-Jackson Heights and New York-Jones Beach lines were started along with a local line in Sea Cliff.

Further efforts were less successful than the earlier lines had been, and neither a New York-Beechhurst route, started in 1932, nor a Flushing-Roslyn service (1933) lasted very long. Additional summer weekend routes were Flushing-Bear Mountain (1932) amd Flushing-Jones Beach (1934). The four New York lines (to Richmond Hill, Queens Village, Great Neck and Glen Cove) were discontinued in January and February 1935, by which time the Nassau County local lines had all been abandoned except the Port Washington-Mineola segment of the former Eaton route (which was sold to Schenck Transportation Co. in 1936) and the Flushing-Great Neck and Flushing-Glen Cove lines.

New Flushing Local Routes Completion of the Queensborough rapid transit line into Flushing brought more rapid development of residential neighborhoods between that point and the city line. Additional revocable permits were granted to North Shore covering a Flushing-Bayside West route along 35th Avenue (1928), Flushing-Beechhurst

Inside North Shore's garage at State Street (now 35th Avenue) & Farrington Street in 1935, showing White and Yellow parlor buses signed for "Rt 32," evidently the company's designation for the Flushing-Glen Cove line. The old type Z against the wall is in the earlier brown paint scheme.



Left, North Shore's most unusual bus, a Pickwick Duplex outfitted for city service, seen at Flushing Terminal in 1947. It survived until city takeover. Right, Also still on hand in 1947 were four 38-passenger Yellow Z's with Plymetl bodies built in 1930. Other makes dating from that era had already been taken out of service.

Another view exposed during a 1935 survey of the property at the request of the city shows 576, an unusual Yellow "type 40" of 1933. About 70 such buses were made, with longitudinal rear engines, as Yellow's first answer to the successful Twin Coach.

The company's own shop forces built a two-door city transit body for 634 in 1935, after most of the interurban and express routes had been discontinued. Though apparently successful, the rebuild was never duplicated.

via 150th Street (1929) and Flushing-College Point-Whitestone (1932). During these years North Shore was transformed from a company whose efforts were divided about evenly between local and suburban lines into a purely local carrier, although the two surviving routes into Nassau County continued to be served by parlor buses.

All through the 1920's the city worked toward its aim of franchised bus lines, which represented less than a perfect solution but would at least bring income in the form of franchise taxes. An attempt to franchise a single operator for all of Brooklyn and Queens--the Equitable Coach Co.--in 1927 was a failure when Equitable could not raise working capital. At that point, however, the eventual layout of Queens bus routes was more or less determined. There were no wealthy traction companies in the outer part of the borough, and local politicians pressed for the award of franchises to small bus companies, sometimes even individuals, a situation which the city administration wished to avoid.

In June 1931 a plan was finally announced for dividing Queens into two zones, with routes serving the northern part to be awarded to North Shore and those around Jamaica to be given to Jamaica Buses, Inc. This was so unpopular with ward leaders and the public that a second scheme was devised by the borough president's office, calling for five zones, each to be served by the operator who then dominated the particular territory. Z&M Coach Co., running between Flushing, Rosewood and Queens Village, protested that it was just beginning to show a profit after five years of operation and wanted the opportunity to compete for a long-term franchise even though it had only two routes. Borough President George U. Harvey bowed to pressure from his constituents and lawyers for the existing operators and held out for franchise awards to the carriers that had pioneered the territory and incurred the expenses associated with that effort.

At Last A Franchise Injunctions against the continuing operation of unfranchised buses were served on numerous occasions after the 1931 enactment of the Thayer law, making it a misdemeanor to operate buses in the state of New York without a PSC (or Transit Commission) certificate of convenience. No certificates could be issued for New York City operators until franchises had been awarded, and enforcement of the various injunctions was always deferred because the Board of Estimate was "studying" the matter. Ultimately the courts refused to postpone action, and on April 19, 1932, the Board of Estimate voted to award 10-year franchises for Queens to North Shore and Jamaica Buses, and scheduled a public hearing on the matter.

North Shore turned away from Mack and Yellow for 60 new buses in 1935, including 30 White 684's delivered in two groups. Most successful of the four pancake-engine Whites, the 684 was available in center-exit and rear-exit versions. --White

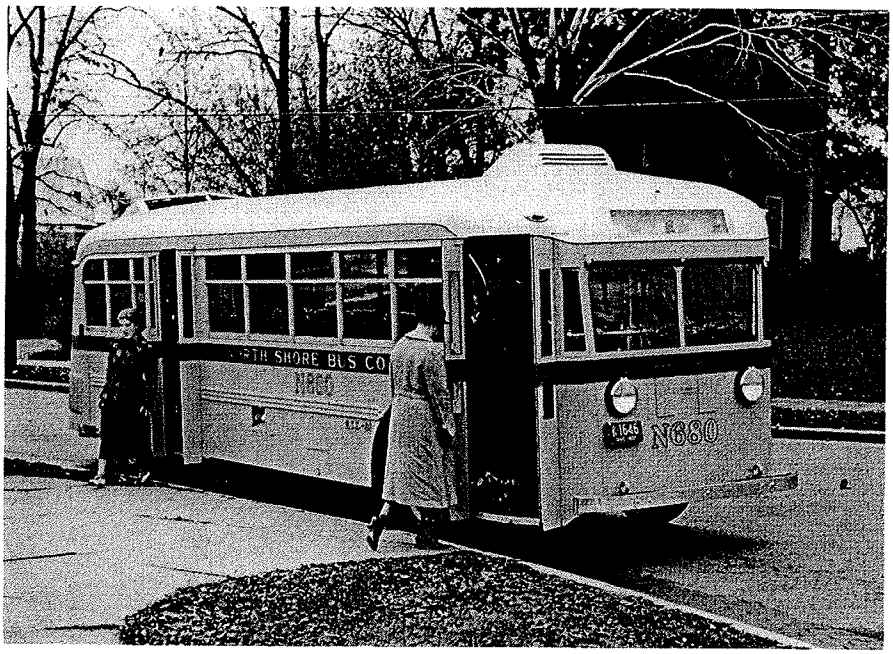
Citizens committees denounced the vote as the most brazen act of the Walker administration--one which was becoming known for its scandals--and Queens Borough President Harvey offered to initiate a taxpayers' suit against the Board of Estimate. Heeding the clamor, the Board readvertised the franchises and received 33 applications from 21 operators. Analysis of their financial statements convinced the city that only a few of the applicants, among them North Shore, were able to finance adequate service and proper equipment on the routes they were already operating. Even North Shore, the city found, would not have been able to buy the new buses specified in an application it had filed for 13 routes, six more than it was then serving.

On October 14, 1932, the Board of Estimate recommended awarding one-year franchises to the existing Queens operators to determine whether they would be able to obtain certificates from the Transit Commission. The condition of the buses would be a principal factor, one which the Board was not qualified to judge. North Shore duly received a one-year franchise on February 18, 1933, for its seven existing routes, which at that time received their permanent numerical designations:

Q12 Flushing-Little Neck (via Northern Blvd.)
Q13 Flushing-Bayside-Fort Totten (via Northern Blvd. and Bell Avenue)
Q14 Flushing-Whitestone (via Union Street)
Q15 Flushing-Beechhurst (via 150th Street)
Q16 Flushing-Bayside Avenue
Q23 Corona-Ditmars Blvd.
Q28 Flushing-Bayside West (via 35th Avenue)

In June the company was given similar short-term franchises for Rt Q20-Flushing-Queensboro Hill, started on May 2, and Rt Q35-Flushing-College Point-Whitestone, inaugurated in 1932. These two routes, to the south and north from Main & Roosevelt, were subsequently merged as Q35 and then redesignated Q20.

Other Lines Absorbed Queens franchises were readvertised after most of them had expired, and when the bids were opened on April 5, 1934, it was found that North Shore had a competitor in the form of Nevin Queens Bus Corp. After analysis of the bids, North Shore received another one-year franchise on January 28, 1935, and within a week the company succeeded Nevin Queens on Rts Q1-Hillside Avenue and Q32-Creedmoor. This brought an end to the history of an interesting and colorful bus operator which at one time had an extensive, if thin, interstate system as well as



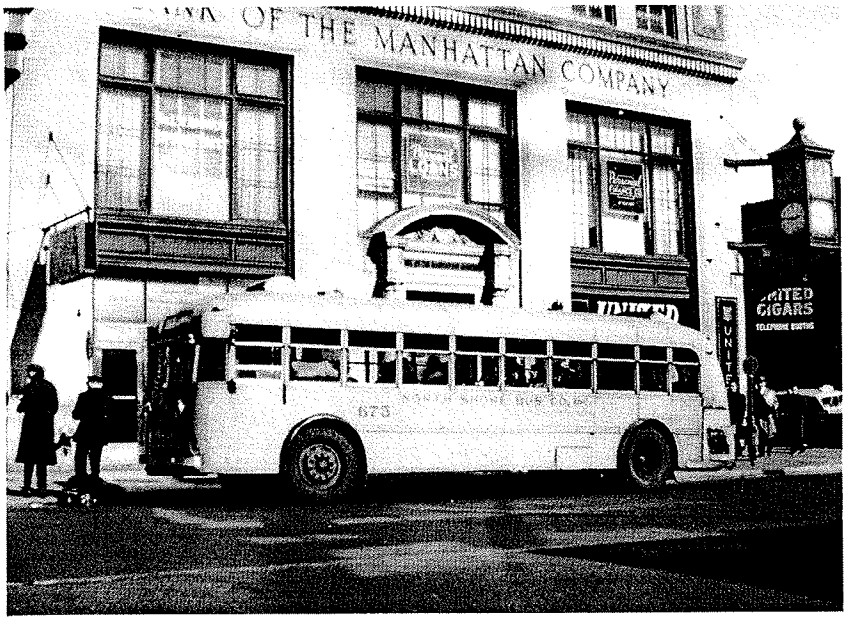
Following the 684's in the number sequence were 15 Twin 37-R's. Mechanical ventilation was required by then in New York State, and Twin Coach put the blower on the roof. --Twin

Brooklyn and Queens local lines. The takeover by North Shore marked the start of a winnowing process in which the stronger Queens companies, with better financing and more certain political connections, edged out the weaker ones.

Another small company was S&C Buses, Inc., having only a single route, the Q31 line between Bayside West and Jamaica via Bell Avenue, Rocky Hill Road and Fresh Meadow Lane. This route was to be transferred to Flushing Heights Bus Corp., as part of the franchise awards of 1933, but was discontinued on September 7, 1935, because of continuing operating losses. Flushing Heights Bus Corp. itself sold out to North Shore two weeks later, transferring its two routes between Flushing and Jamaica--Q17 via Utopia Parkway and Q25 via Parsons Blvd. More than a year later, North Shore re-established the Q31 from Bayside West as far as Fresh Meadow Lane & 65th Avenue, where Jamaica-bound passengers were given free transfers to the Q17.

On September 27, 1935, the Board of Estimate adopted a four-zone bus system for Queens, a task made simpler by the fact that several small operators had sold out to larger firms or had merged together. Flushing routes constituted "Zone B." Mayor LaGuardia appointed a committee to consider the type, age and condition of the existing buses, the investment that they represented and the amount of new capital that was available, the interest shown by each operator in taking over the routes and employees of others, and finally the willingness of each to sign a standard labor agreement. During November 1935, each of the independent companies appeared in turn before the special committee to be questioned about its experience, equipment, assets and liabilities. They were also asked whether they would be able to buy any other companies or would be willing to sell out or merge.

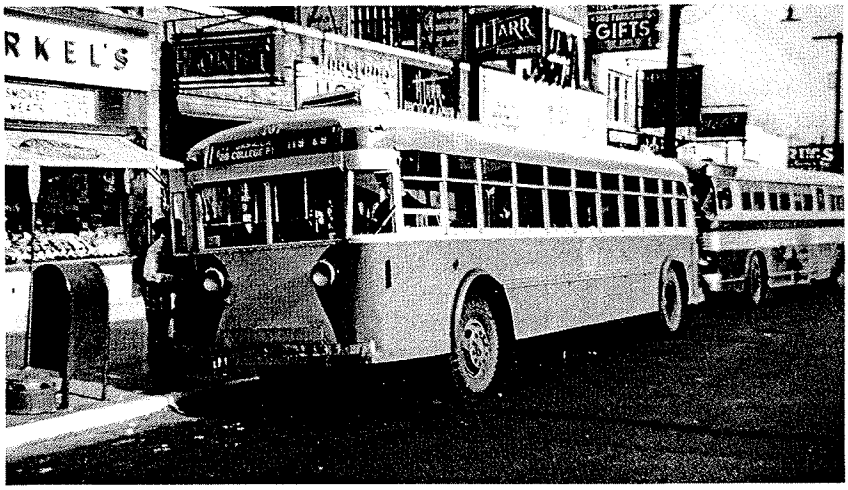
North Shore's condition at that time--after abandonment of the New York service and all but two of the Nassau County lines, and with 11 Queens local routes in operation --was that it operated 141 buses from one owned garage (73 Lawrence Street) and two leased buildings (State & Farrington Streets and Prince Street & Roosevelt Avenue). Although a few modern buses had been purchased earlier, North Shore had moved quickly to improve its fleet during 1935, as the hope of a long-term franchise became brighter, and 60 of its buses were new Twins and Whites. Otherwise there were six type Z parlor buses and six rear-engine "type 40" Yellows of 1933, the single Duplex and 20 White 54-A's of 1931, 14 type Z parlor buses of 1930, and 44 older Yellows including most of the fleet acquired for the expansion into Nassau County in 1928.

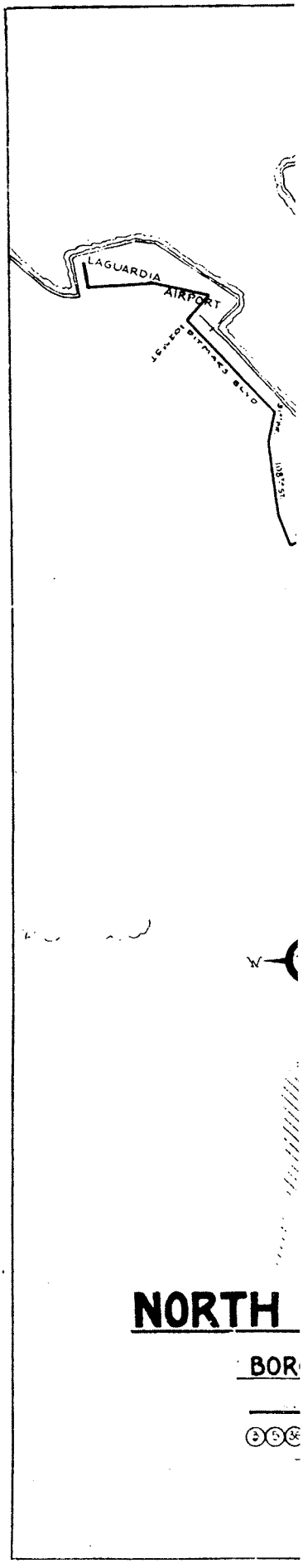


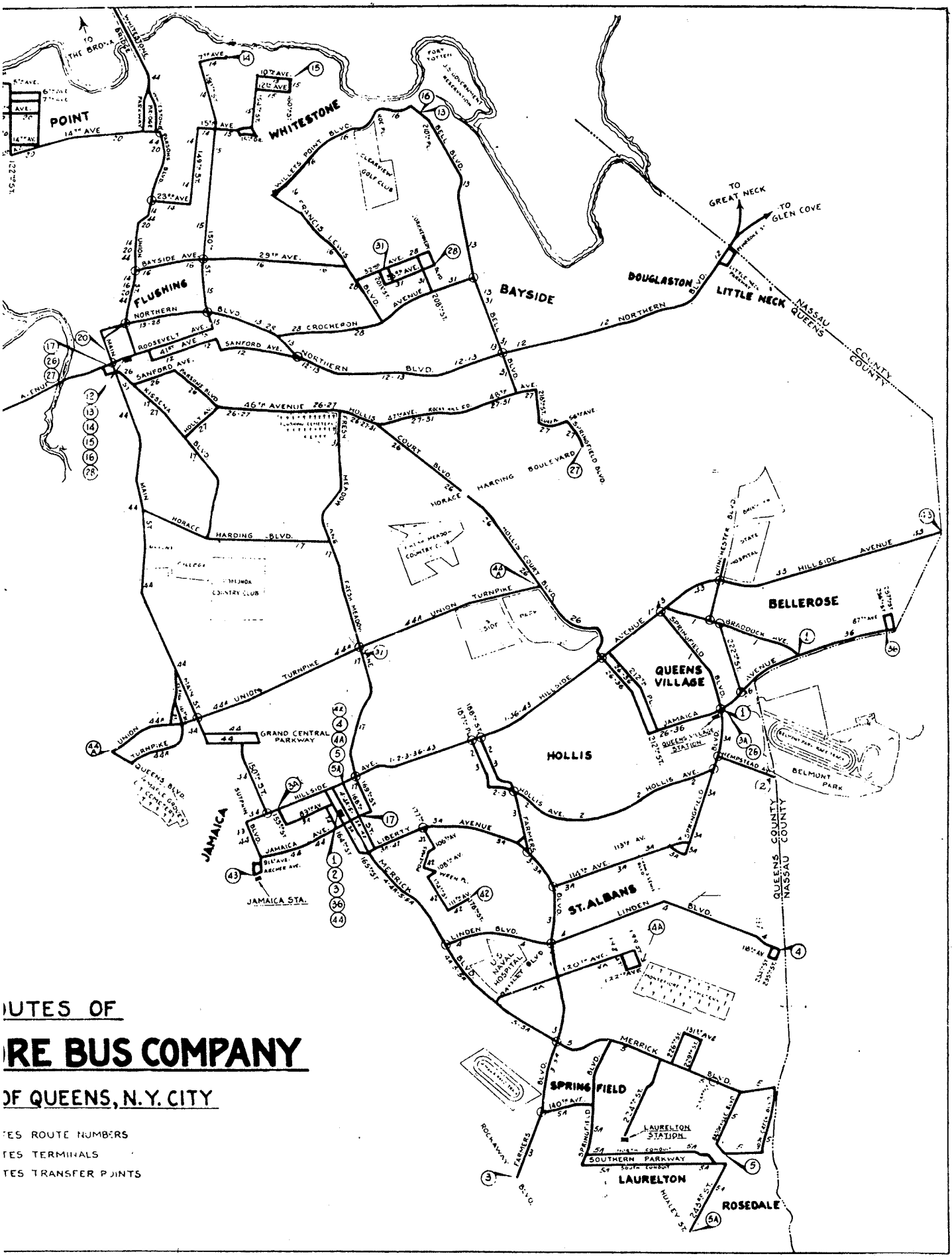
One of the Twin 37-R's in 1947, after the paint scheme had been changed from light gray and green to an overall dull gray.

This map was originally prepared before World War II and was revised periodically by North Shore and the Transit Authority until at least 1949. Shown is a 1946 version, reproduced from a blueprint, perhaps the last before city acquisition. Note that minor Rts Q32 and Q48 are shown but not identified, and that the discontinued part of Rt Q5A on Springfield Blvd. north of 140th Avenue is depicted as if still in service. Horace Harding Blvd. between Main Street and Kissena Blvd. was on an alternate routing of the Q17 originally.

The first of only a few North Shore buses to ever receive NYCTS green and silver paint was 707, a Twin 40-R built in 1935.







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TES ROUTE NUMBERS

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A body style slightly different from that of the other pancake-engine models characterized the White 687, which was sold only to North Shore. --White

Long-Term Franchise Granted The company was awarded a 10-year franchise on October 20, 1936, covering 10 of its routes. The Q23 lay in "Zone A" and was transferred to Triboro Coach Corp. on January 30, 1938. The franchise also included Rt Q17, formerly operated by Flushing Heights Bus Corp., Rts Q26 and Q27 from Z&M, and Rt Q31, abandoned earlier by S&C. Rt Q25-Flushing-Jamaica via Parsons Blvd. was awarded to Queens-Nassau Transit Lines as an inducement by the city to persuade the parent New York & Queens County to surrender its perpetual electric railway franchise and abandon its private right-of-way between Flushing and Jamaica, adjacent to 164th Street. The quid pro quo for North Shore was the promise of a franchise along Main Street, then under construction south of Horace Harding Blvd. This was the Q44, which was inaugurated with ceremonies on March 22, 1938.

The present-day route pattern in the Flushing area was virtually completed in the few years following the franchise award. Rt Q44 was extended to West Farms Square shortly after the Bronx-Whitestone Bridge opened in 1939. North Shore buses on three special routes helped transport crowds to the 1939-40 World's Fair in Flushing Meadow. Rt Q44A-Union Turnpike was started in 1939 as far east as Hollis Court Blvd., and during 1940 service was initiated on the Vleigh Place Shuttle (part of Rt Q44) and Rt Q48-Flushing-LaGuardia Airport.

Southbound at Union Street & Northern Blvd., Flushing, 521 takes passengers in April 1947. The 687's served the heavier Flushing routes until city-purchased buses arrived in quantity to supersede prewar North Shore equipment.

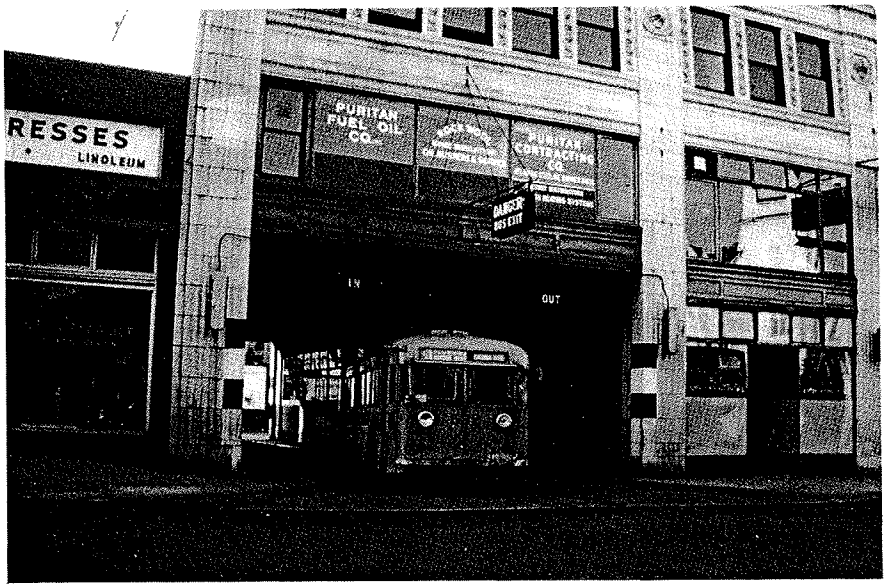
ROSTER OF BUSES

North Shore Bus Co. (1928-1947; earlier information not complete)

500	White	?	?	?	?		
501-503	P-A	Z	9211017,9212005,9214001	25	1925		
504-506	Yellow	Z-L-210	1055,1380,1414	29	1925		
507-508	White	50-A	91261,92166	25	1922		
509-510	P-A	Z	9217021,9217028	25	1925		
511	Yellow	Z-L-210	1037	29	1925	(1925)	Demo?
512-515	Yellow	Z-AF-258	1636,1635,1677,1681	29	1926		
516-519	White	50-A	105119,104660,107242,119187	25	1924		
520-521	Yellow	Z-AF-258	1712,1696	29	1927		
522-523	White	50-A	122028,122855	25	1925		
524-527	Yellow	Z-AAT-318	1870-1873	29	1927		
528-529	Flint	?	3403,4120	17	1925		
530-533	Yellow	Z-AZ-290	110069,110070,110074,110077	29	1928		
534-539	Yellow	Z-AAZ-326	110089,110087,110088,110071,110073, 110068	29	1928		
540-544	Yellow	Z-AAW-323	115077,115078,115075,115076,115079	29	1928		
II 501-503,507-510,516-519,522, II 528-529,			594312,594302,594301,594307,594313, 594315,594300,594299,594314,594310,				
545	Mack	AB	594316,594303,594311,594309,594304	29	1928		
546-550	Yellow	Z-AAT-318	1930,1855,1927,1929,1928	29	1927	(1928)	?
551-557	Mack	AB	59915,59125,59953,59488,591012, 59892,59895	25	1925	(1929)	William A. Eaton Line
560-563	ACF	508-2-B3	21598-21601	29	1928		
570-573	Yellow	Z-BM-617	125,124,127,126	38	1930		
575	Twin	40	984	38	1931	(1932)	?
576	Yellow	704	017	40	1933		
577-581	Yellow	705	024,021,022,020,023	40	1933		
600	White	54-A	165017	33	1930		
601-615	Yellow	Z-BI-610	135,138,156,145,137,139,142,144, 136,157,143,146,166,165,167	33	1930		
616-625	White	54-A	175514,175195,175519,175180,175513, 175512,175511,175515,175463,175505	37	1931		
626	Pickwick	Duplex	143D	62	1931		Re# 700 in 1932, 500 in 1935
626-635	White	54-A	178470,178467,178469,178473,178468, 178476,178471,178475,178472,178474	37	1932		New 36-pass. body on 634 in 1935
636-641	Yellow	Z-CJ-649	071,074,075,073,072,070	37	1933		Some later 45-pass.
642-671	White	684	186555,187014,186597,187040,187042, 187041,187062-187064,187245,187235, 187265,187244,187236,187264,187814-187817,187840,187841,187886-187888, 187914-187916,187965,187966,187969	30	1935		
672-686	Twin	37-R	51144-51158	36	1935		
700-714	Twin	40-R	53021-53035	40	1935		
715-724	Twin	40-R	53050-53059	40	1936		
501-530	White	687	199775,199963,200062,200023,200063, 200064,200113,200114,200196,200159, 200170,200198,200197,200223,200225, 200224,200257,200275,200258,200256, 200176,200319,200322,200318,200324-200326,200323,200320,200321	40	1937		
531-538	Twin	23-R	95750-95757	23	1937		
1-119	Twin	40-RL	39146-39264	40	1939		
120	Twin	40-RL	39106	40	1939	(1939)	Demo
121-130	Twin	41-G	39325-39334	40	1939		
131-145	Twin	41-G	39715-39729	40	1941		
200-224	Twin	40	1016,1017,1023,1099,1080,1058,1037, 1093,1034,1054,1105,1041,1091,1094, 1020,1038,1039,1069,1088,1092,1090, 1078,1073,1030,1046	37	1931	(1939)	Brooklyn Bus Corp. 200,201,207, 283,264,242,221,277,218,238, 289,225,275,278,204,222,223,253, 272,276,274,262,257,214,230
150-159	Twin	41-S	4-13	40	1946		
251-252	Reo	96-HTD	7006,7081	31	1945	(1946)	?

To city ownership in 1947: 1-145 (Zone D); 150-159, 251-252, 500, 501-530, 531-538, 570-573, 634, 642-671, 672-676, 678-686, 700-714 and 715-724 (Zone B); total 271 buses.

Two views of 684's in the solid gray paint used during and after World War II. Left, 666 in the Flushing Terminal, used from 1929 to 1951; right, 646 at Main & Roosevelt with the company name painted out and the NYCTS emblem applied.



Flushing Terminal from the street, with 532 pulling out on Rt Q28. The eight "baby Twins" were the last new buses added to the Flushing lines before the war.

A closer view of one of the 23-R's, photographed in July 1946. They were confined to light lines such as Q26, Q28 and Q31.

JAMAICA ROUTES

Turning now to the Jamaica area, the first company to operate buses on any of the streets served today by the Queens Bus Division was Hillside Transportation Corp. Its buses provided service from Jamaica via Hillside Avenue to Hollis and via Merrick Blvd. to the city line for a brief period starting in 1915. There are reports that bus service between Jamaica and Flushing was also operated briefly at about the same time. The Department of Plant & Structures was involved in the area for just over a month late in 1921 with a Jamaica-Flushing line that was enjoined by the New York & Queens.

Most of the principal traffic arteries to the east and southeast from Jamaica were served by Bee Line, which was based in Rockville Centre and had a second garage in Jamaica. Bee Line operated local lines in Nassau County and ran to the Jamaica business district via Merrick Blvd. starting in February 1922. In addition to running local service within the city on this street (today's Q5 line), Bee Line had routes on Hillside Avenue (Q1), Hollis Avenue (Q2), Farmers Blvd. (Q3) and 114th Avenue (Q3A) within a year, although Hillside Avenue service was given up by 1924 in favor of Nevin Queens. In accord with the general outline of events as they affected North Shore, the company received its first one-year franchise on January 16, 1934. It was the second largest of the Queens operators, after North Shore.

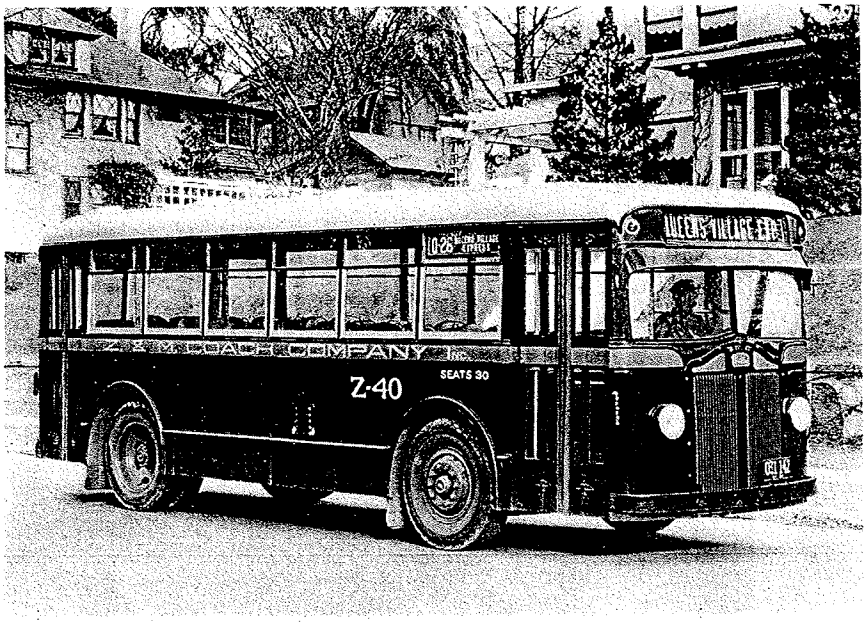
There were also several smaller companies in "Zone D." The short Q42-177th Street line was inaugurated by North Beach Bus Lines Corp. on March 27, 1934, but was not franchised. North Shore took it over temporarily on October 30, 1935, and then Green Bus Lines operated it effective December 1, 1935. Transit Coach Bus Lines started Rt Q5A-Merrick Blvd.-Rosedale in about 1928, competing with Bee Line as far as Farmers Blvd. The company was incorporated on December 24, 1931, and received a one-year franchise on January 12, 1933. North Shore acquired the route on September 1, 1937, after its 10-year franchise in Zone B had been awarded.

The remote and lightly traveled Q32-Creedmoor route between Queens Village station and Creedmoor State Hospital was started in 1930 by Lund Coach Co., which was incorporated in 1932 and franchised for one year on February 8, 1933. Because it was unable to show a profit even with its gross receipts tax cut after the expiration of its franchise, Lund Coach Co. suspended service on July 4, 1934. At that time the line was taken over by Nevin Queens Bus Corp., which had received a one-year franchise for Rt Q1 on January 30, 1933. This franchise was never renewed, and Nevin Queens was absorbed by North Shore on February 7, 1935. The Q1 and Q32 routes were not included in North Shore's 10-year franchise, but were transferred to Z&M Coach Co. in place of Rts Q26 and Q27 in Zone B, which were awarded to North Shore.

Another Nassau County operator was Schenck Transportation Co., incorporated on September 11, 1925. Schenck inaugurated service from 212th Street & Hillside Avenue via 212th Street and Jamaica Avenue to the city line (now the outer part of Rt Q36) in April 1926 and was awarded a one-year franchise on May 25, 1933. This was renewed on January 28, 1935, and was set to expire at the end of 1938. Rt Q43 started operating along Hillside Avenue from 212th Street to the city line on May 24, 1935.

Rt Q30-Briarwood was a short connecting line from the Jamaica LIRR station to 84th Drive & Queens Blvd., inaugurated in May 1929 by Briarwood Bus Co., owned by the New York & Queens County Railway Co. Briarwood was franchised for the first time on March 6, 1933, and operated the line until March 31, 1938, when it was abandoned.

The Zone D Franchise The area traversed by the bus routes comprising Zone D was, if anything, even more sparsely populated than the territory east of Flushing, and



Z&M Coach Co., involved in a 1936 swap of routes with North Shore, had only one White 684, built in 1934. Later Z&M went back to conventional buses and bought 15 White 54-A's new in 1935. *--White*

it developed more slowly because the elevated train ride from Jamaica to Manhattan took longer than that from Flushing. No single operator was prepared to make the investment in new buses that the city demanded, and the solution for a time was to continue with short-term franchise extensions in the hope that the weaker carriers would sell out to the stronger. Some did, but not all. It was suggested in 1936 that Green Bus Lines be invited to bid, but the city wanted to avoid giving a single operator franchises in two zones, and Green was about to be franchised in Zone C to the south and southwest of Jamaica.

There were some city officials still in favor of municipal ownership of the buses, and a bill was introduced in the state legislature early in 1938 to enable municipal operation just in Zone D as an experiment. Opponents argued that the conclusions drawn from such a test would be worthless because so many of the existing and proposed routes would be so poorly patronized. The bill was defeated.

Bids were then sought, and North Shore entered the competition. On the strength of its existing Zone B franchise, the company was able to show an excellent credit rating, a cash balance in the bank, and a willingness to make the required investment in the new territory (where, to be sure, it was already operating Rt Q5A). The franchise was given to North Shore on April 22, 1939, almost a decade after the Thayer law should have made unfranchised bus lines illegal.

Twin Coach was immediately awarded a contract for 120 new buses, which were delivered in May and June, and North Shore leased a 17,000 square foot garage at 96-19 222nd Street, Queens Village, and an adjoining 60,000 square foot lot. (The present Queens Village Garage of the Transit Authority is on 222nd Street between 97th and 99th Avenues.) Property was soon purchased on Merrick Blvd. at South Road, Jamaica, where a garage and shop building was erected at a cost of $500,000. This is the present Jamaica Garage of the Transit Authority, opened on July 30, 1940.

Bee Line Objects Bee Line, which owed the city $600,000 in taxes for the previous five years, was not about to give up its lines without a fight. The new franchise was attacked in court with the claim that it was granted at a meeting which had not been properly advertised. The case was lost, whereupon Bee Line appealed to the state Supreme Court for a temporary injunction restraining North Shore from taking over Bee Line's routes without employing 170 Bee Line drivers and mechanics, as required by the terms of the franchise. This appeal was denied on Saturday night,

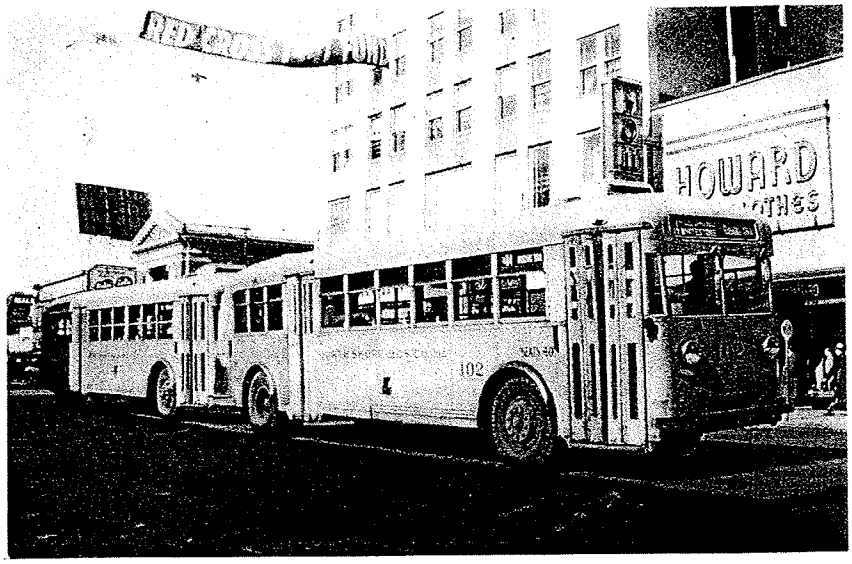
North Shore took no equipment from its predecessors on the Jamaica routes, but instead purchased a fleet of Twins to operate from its temporary Queens Village and later permanent Jamaica garages. --Twin

May 20, 1939, and North Shore inaugurated service on former Bee Line Rts Q2, Q3, Q3A, Q4, Q4A and Q5 on the following Monday morning.

There ensued a modern-day replay of the classic jitney wars of the 1920's, Bee Line buses with fareboxes removed racing just ahead of the franchised North Shore buses, complete with detectives ready to arrest any operator found accepting fares. At about 5 o'clock in the afternoon, 10 Bee Line drivers were arrested and charged with conspiring to deprive the legally constituted carrier of business; they spent a few hours in jail until Bee Line posted bonds. On Tuesday morning the company was served with a summons for violation of the transit law and the penal code, and its buses were withdrawn.

Naturally Bee Line continued to operate along Merrick Blvd. between Nassau County points and the Jamaica Bus Terminal on 165th Street, but now they ran with closed doors. On May 25, North Shore replaced Bee Line on special service between the Jamaica terminal and the World's Fair, and the announcement was made that 30 Bee Line drivers had been hired. Legal maneuvers were not yet ended, for it was found that notices of North Shore's franchise award had not been published properly; a second certificate of convenience was duly issued upon the appearance of the correct notices.

Twin 40-RL 37 is seen outbound on Merrick Road (in spite of its inbound destination sign) during August 1948, a few months before these buses ran their last and were replaced by 5101's.

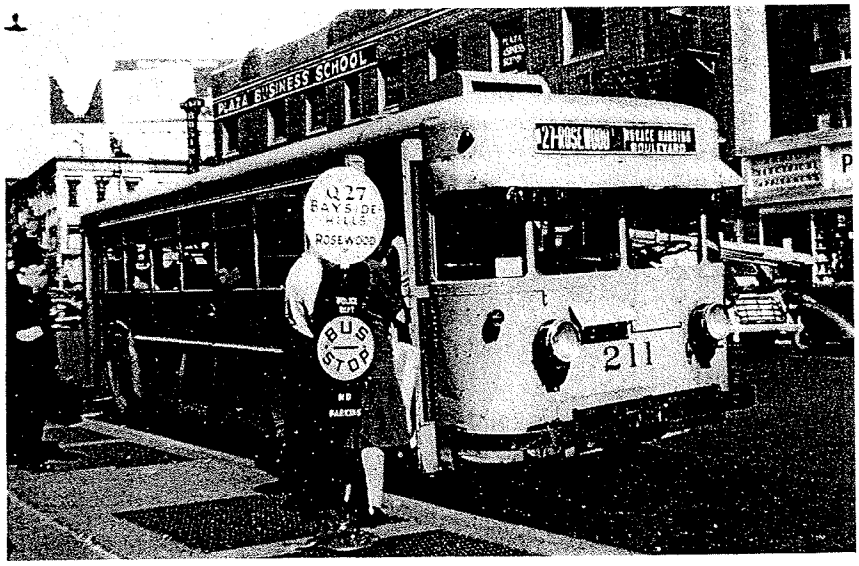


On the day of city takeover, March 30, 1947, two Twins were photographed on Main Street while en route from the garage to Flushing Terminal.

North Shore took over Rt Q42 on June 17, 1939, and resumed operation of Rt Q30 on July 22 without any newspaper notice being taken of the events. The Q1 on Hillside Avenue and Rt Q32-Creedmoor were transferred from Z&M Coach Co., and Rts Q36 and Q43 were taken over from Schenck, on June 30, along with 47 former Z&M employees and 30 Schenck men. Like Bee Line, Schenck continued to operate buses along Hillside and Jamaica Avenues en route to and from Jamaica. Although the Q36 was extended to the 165th Street Terminal soon after takeover, Rt Q43 continued as a shuttle beyond 212th Street until 1941.

World War II Conditions As a result of the wartime scarcity of fuel and tires, all bus operators were ordered to reduce service by the Office of Defense Transportation. North Shore made a 20 per cent reduction during June 1943 by widening headways on all routes and by temporarily discontinuing Rts Q3, Q4A, Q26, Q31, Q32, Q42 and the Vleigh Place Shuttle. By September, rush-hour service had been resumed on Q26, but it was not until February 4, 1946, that full service was restored to all of the curtailed routes.

Bus riders in Manhattan, Brooklyn and The Bronx were not as adversely affected by the mandated service reductions because many bus lines in those boroughs paralleled rapid transit or streetcar lines. North Shore's passengers had no alternate means of travel in most cases, and loads of 120 passengers on each rush-hour trip were the



Purchased in 1939 to help on the Jamaica routes when they were taken over, 25 former Brooklyn Twins were in poor condition by the time of this 1946 photo and did not last until city takeover.

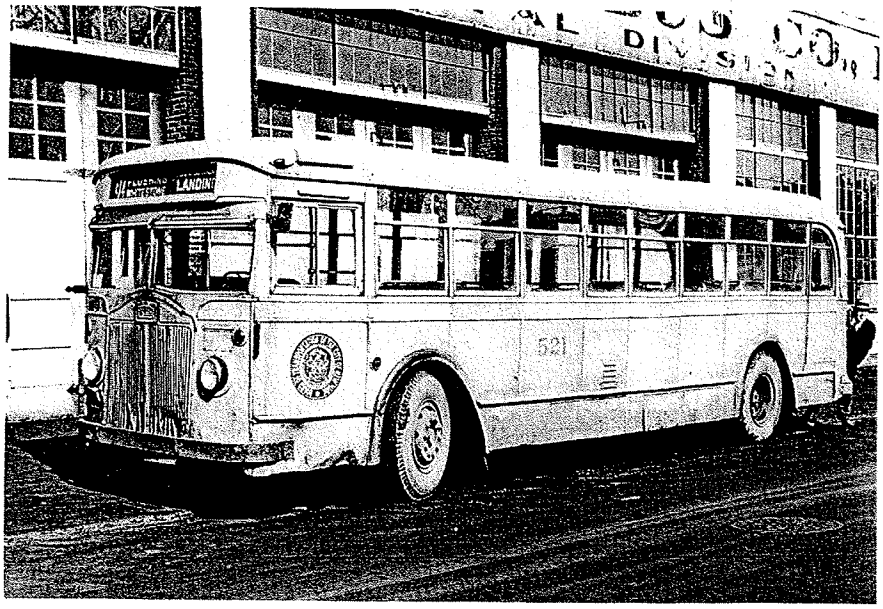
Numbered 150-159, North Shore's 10 postwar Twins were painted green and gray and were generally to be found on Rt Q44. Transferred to Brooklyn in 1949, they lasted until the general purge of gas buses in the late 1950's. --Twin

norm. By going to Washington with photographs of overloaded buses and long waiting lines, the borough president succeeded in getting rush-hour service improved through a restoration of about half the daily mileage previously ordered eliminated.

Buses suffered everywhere during the war from overcrowding and lack of maintenance, but North Shore seems to have come in for more than its share of difficulty. At times in 1945, 30 per cent of the fleet was out of service for repairs, and public complaints led to a PSC investigation. Testimony held that passengers in outlying areas made better time in the morning peak by traveling outbound to the end of the line and paying an extra nickel to ride back. Empty Q3A buses turning as far out as 201st Street were immediately filled to capacity for the return trip without taking all of the waiting passengers. Starters were being used at many busy stops to take fares and push riders aboard through the center exit doors. Of 282 buses then in the fleet, it was reported that 63 had been out of service for repairs in April 1945, and 98 in October.

New buses were virtually impossible to get, though replacement parts became more easily available toward the end of 1945 and early in 1946. North Shore bought 10 new Fageol-Twin Coach engines to replace Hercules motors in prewar buses that were otherwise unlikely ever to run again, and this is the only documented instance of such a change. By March 1946, North Shore stated that it was able to operate 236 of 243 scheduled buses.

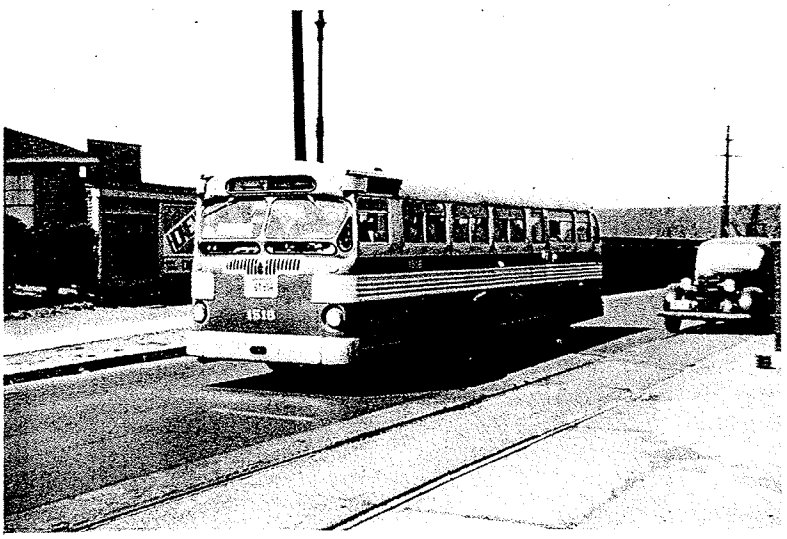
Although inappropriate for most of the company's lines, two Reo 96-HTD's were added to the North Shore roster in 1946. One is seen here in patriotic colors at 168th & Jamaica Avenue. According to Reo data both were built in 1945, but whether they ever operated anywhere else is difficult to say.



Representative of the condition of the prewar buses at the time of city takeover is 521, seen at the 35th Avenue garage just before these Whites were replaced by new Twins.

The 40 new 41-S's ordered by North Shore but not delivered to the private company were placed in service during the summer of 1947 in North Shore colors but with city emblems.

Another group of buses ordered by North Shore and delivered to the Transit Authority was the 300-319 series of TDH-4507's, the first GM diesels ever operated by the city. The location is the 165th Street Terminal.



Views of city-owned buses assigned to the Queens Bus Division: Left, 1516 crossing the New Haven railroad bridge on East 177th Street soon after leaving West Farms Square, bound for Jamaica; note the cardboard signs. Right, 703 outbound on Hillside Avenue at 169th Street was one of six TD-4506's acquired with Manhattan companies in 1948 and transferred to Queens soon thereafter. At Jamaica Garage they were fully compatible with the large fleet of TDH-4507's.

One of the reasons why new buses could not be had was the imminent expiration of North Shore's 10-year Zone B franchise, on October 19, 1946. Attempts had been made as early as December 1944 to purchase up to 100 new buses, but credit could not be obtained. An order for 50 Twin 41-S's was finally placed in September 1945, but deliveries were delayed, and only 10 of these were on the property a year later.

CITY OWNERSHIP

The Zone B franchise was not renewed until March 13, 1947. About three weeks earlier, Isle Transportation Corp. had given up operation of the Staten Island bus service, finding the terms of its 1946 franchise oppressive (see Motor Coach Age, March 1973). Among the provisions were a 7 per cent gross receipts tax, a 5-cent fare, and a requirement for the continuing renewal of the bus fleet. North Shore reportedly agreed to these terms, both for Zone B and for its unexpired Zone D franchise, and signed the renewed franchise on March 26. However, on the following day the papers carried the story that Joseph Rauchwerger had "tossed the franchise back on the mayor's desk."

On the same day the Board of Estimate, having had practice in the Isle case, passed a resolution terminating all rights granted to North Shore and ordered the Board of Transportation to assume the operation of the company's buses at midnight on March 29 as a "temporary expedient," in Mayor O'Dwyer's words, until another private operator could be found. The Board also authorized purchase of the company's properties and equipment, and agreed to make principal and interest payments on North Shore's long-term debt obligations.

An appraisal of the property was conducted by Ebasco Services in order to arrive at a fair purchase price, which determined that the 271 buses, 25 service vehicles, electric fareboxes, machines and tools, together with four garages, were worth $1,570,000, a figure which was later revised to $1,317,500. The city offered North Shore $1,041,500 but was turned down, and the company went to court seeking a judg-

Photographed at the Fresh Meadows apartment complex in 1949 while Rt Q30 terminated there, 2017 was one of 192 GM TDH-4507's that served the Queens Bus Division for more than a decade.

ment as well as an injunction against arbitration. After an adverse state Supreme Court decision, North Shore agreed to arbitrate and settled for $1,235,000 less certain mortgage payments, taxes, and 1947 gross receipts taxes.

Replacement Buses The Board of Transportation designated the former North Shore routes as the Queens Bus Division of the New York City Transit System. Large bus orders were placed for all of the divisions, and in the meantime the Board took delivery of the last 40 Twins as well as 20 GM TDH-4507's that had been ordered by North Shore. Twin Coach buses continued to predominate for a time, as new 41-S's and 44-S's were assigned to Queens upon delivery at the end of 1947, but in 1949 these as well as the 41-S's ordered by North Shore were transferred to Brooklyn.

From 1949 to 1958, the list of buses assigned to Queens scarcely changed. Reos 251 and 252, ex North Shore, were handed over to the Department of Public Works in 1951 because they were inadequate for heavy traffic. The entire lot of 192 TDH-4507's delivered in 1948 (2000-2129 and 2200-2261) always ran in Queens and constituted replacements for most of the prewar North Shore Twins and surviving Whites. The 4507's ordered by North Shore were numbered 300-319, and they were joined by six similar GM diesels inherited from the East Side and Comprehensive lines in Manhattan. After 1949, in place of the remaining prewar buses and the postwar Twins, varying numbers of TDH-5101's, generally about 200 buses, also ran in Queens. The total

Because alternate buses on Rt Q44 operate only between Jamaica and Flushing at most times, through trips were identified in years past by a large BRONX sign in place of the usual route number and name.

Generally low-numbered 5101's were assigned to Jamaica Garage; here is 4567 at the 165th Street Terminal between trips on Rt Q4A.

number of buses assigned to the division increased from 271, with an average seating capacity of 38, in March 1947 to 460, with an average seating capacity of 44, in 1949. Monthly service miles increased from 836,000 to 993,000 over that same time period.

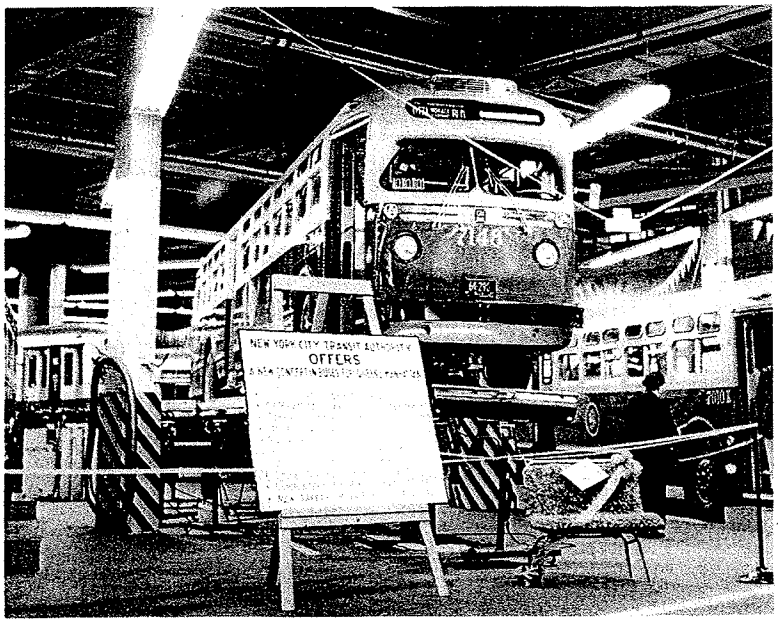
Garage Facilities Construction was started in 1949 on a $2,173,000 garage in Flushing to accommodate 250 buses and replace three acquired properties. The new building, located at Roosevelt Avenue & Willets Point Blvd., was opened in October 1950. At the same time an addition was constructed at Jamaica Garage to increase its capacity by 50 buses. There was a chronic shortage of space, particularly at Jamaica, with outdoor parking on leased property at 177th Street & Liberty Avenue being utilized as early as 1954. Additional lots were secured in the 1960's as larger buses came into use.

In 1967 the Transit Authority announced that a new garage was planned on the site of a former bakery in Queens Village. Hundreds of local residents opposed the idea, but to no avail. Budgetary restrictions prolonged the construction process, and the garage did not open until September 8, 1974, relieving overcrowding at both existing garages and ending use of the Jamaica parking lots. Blockades soon appeared on Commonwealth and Springfield Blvds., now traversed by hundreds of empty buses each day whereas no buses had previously been seen there. Police action was required, with residents informed that they could not be allowed to detain the buses.

165th Street Terminal in 1953, with 4572 departing on Rt Q5. The scene is much the same today, except that railings have been installed to keep waiting passengers away from the curbs.

2259 passes under the LIRR overpass southbound from Main & Roosevelt in August 1952.

TDH-5101's at opposite ends of the Union Turnpike route in 1949. Left, 4601 unloads at Queens Blvd. on the Vleigh Place Shuttle branch of Rt Q44. Right, 4899 at Springfield Blvd., showing sliding sash in standee and rear windows. This arrangement was specified on the 400 Mack C-50-DT's of 1950, but was never repeated thereafter. Did 4899 also have staggered seats like the C-50's?



After a lengthy hiatus the Transit Authority resumed regular bus purchases in 1956, and in the following year the Queens lines got 138 TDH-5106's to replace 4507's. Several were put on display during an open house at East New York shops in October 1957.

The contemporary scene on Hillside Avenue at 188th Street, showing two TDH-5301's, the first still in dark green and the second repainted two-tone blue.

Complaints about buses using unauthorized streets were met by publicizing the telephone number of the garage's location chief and requesting that complaints be directed to him. In order to mollify the opposition somewhat, a test was conducted on the Cross Island Parkway, which proved that empty buses would clear all overpasses. As many trips as possible were sent over the parkway to and from the garage, in spite of drivers' complaints that slower acceleration of their buses compared to automobiles made it difficult to enter the limited-access road.

Route Expansion The population of Queens quadrupled between 1920 and 1960, and with more than two million residents the borough is now the city's second most populous after Brooklyn. In the early 1930's the area bounded by Northern Blvd., Utopia Parkway, Hillside Avenue and the city line was so sparsely populated that three minor bus lines (Q26, Q27 and Q32) were able to furnish entirely adequate transit service. As soon as World War II ended, the region experienced a huge building boom that has required the inauguration of seven entirely new routes, plus extensions to existing lines. A chronological listing of new routes since the end of the war is as follows:

9/7/47	Q17A	Horace Harding Blvd.
10/10/48	Q30	188th Street-Fresh Meadow
4/30/50	Q31A	Bayside West-Queens Village
6/4/50	Q12A	Little Neck Parkway
10/9/50	Q44B	Malba Shuttle
4/28/52	Q75	73rd Avenue
10/29/61	Q76	Francis Lewis Blvd.-Hillside Avenue
8/9/64	Q5AB	Bedell Street
7/13/65	Q77	Francis Lewis-Springfield Blvds.
9/8/69	Q80	Linden Blvd.
8/2/71	X18	Hillside Avenue-Manhattan Express
10/4/71	X20	Rosedale-Manhattan Express
10/18/71	X24	Linden Blvd.-Manhattan Express
9/16/74	Q88	Rego Park-Oakland Gardens

Although most of these routes are still running, some proved unremunerative and had to be discontinued, especially in the wake of fare increases that caused declines in traffic. On February 3, 1957, for example, there were several cutbacks that included abandonment of the Q31A, which had run on the same streets as other routes. The Q26 was cut back from Queens Village Station to Horace Harding Blvd. By rerouting

Flxibles have operated in Queens since 1966, when 5701-5790 of the second group to be purchased were assigned new to Jamaica. Later the entire series ran out of Flushing Garage for a time. Here is 5622 southbound on 149th Street in Whitestone, a neighborhood of solid houses and secure fences.

the Q17 over the route of the Q30, the Transit Authority was able to end duplicate service on Utopia Parkway and Fresh Meadow Lane. Rts Q17 and Q20, merged and separated at frequent intervals over the years, were finally separated, and the Q20 was replaced, but only in part, by a new branch of the Q44 designated as the Flushing Shuttle. This change ended duplication with Queens Transit north of 14th Avenue.

New Rt Q76 resulted from a petition signed by 35,000 residents, which was sufficient to convince the Transit Authority that the route was needed. On the other hand, Rt Q80-Linden Blvd. was started in 1969 from Lefferts Blvd. to Merrick Blvd. as a result of some public agitation and the brief appearance of a jitney operation along the street. Patronage was light, as neither end of the line was a particular focus of travel and there were no transfers at that time to or from intersecting routes. Two extensions were tried, the first along Lefferts Blvd. to Liberty Avenue and the second over Liberty Avenue to Rockaway Blvd., each in search of potential subway riders, but patronage never lived up to expectations, and the Q80 was abandoned after about nine months, having carried only 34,000 passengers.

After a lapse of more than 30 years, the concept of extra-fare express bus service from outlying Queens neighborhoods into downtown and midtown Manhattan took hold once again in the mid 1960's. Green Bus Lines showed the way with its limited-stop replacement of the short Ozone Park branch of the Long Island Rail Road in 1964, and a few years later both Queens Transit and Steinway Transit applied for various

Less secure-looking and more run-down is the area just south and southeast of Jamaica, which generates many more transit riders than the north shore. The picture shows 4425 at Lewiston Avenue on Farmers Blvd. in May 1976.

Much of Queens along the Long Island Expressway has been developed quite recently, including the neighborhood around 188th Street & Wicklow Place, where 7608 was photographed en route to Jamaica.

routes into areas served locally by the TA's Queens Bus Division. These routes proved to be so popular that most of them now run all day. Three lines of this type were started by the Transit Authority in 1971, after the best prospects had been claimed by private operators:

Route Number and Name	Buses (AM Peak)	Running Time	Headway (AM Peak)	Passengers (Year Ended 6/30/75)
X18 Hillside Avenue	7	80	10-12	150,215
X20 Rosedale	4	95	15	81,045
X24 Linden Blvd.	3	75	15	50,096

The scheduled running time of 80 minutes on Rt X18 from Hillside Avenue at the city line to 23rd Street & First Avenue (75 minutes to 23rd Street & Fifth Avenue) compares with the time consumed by riding local buses and the subway: 25 minutes on the Q43 and 36 minutes on the F train, plus time taken in transferring and waiting for connections.

Terminals Queens Bus Division riders, who have more routes than ever at their disposal, still suffer from a lack of sheltered areas at bus stops. The 165th Street Terminal, Jamaica, now almost 50 years old, provides little except partial protection from the weather. For many years Flushing passengers used North Shore's Flushing Bus Terminal, on the south side of Roosevelt Avenue about 200 feet east of Main Street, which was built in 1929. Under city ownership, in the unfavorable light in which the bus operations were viewed at the time, it was found desirable to sell the property and see the terminal replaced by a tax-paying property (now the Gertz department store), and so it was closed on January 29, 1951. Various curbside loading points were designated on Roosevelt Avenue or Main Street, generally in proximity to subway entrances.

The Flushing business community soon found that the decision had been the wrong one, and various proposals for a new terminal have been made over the years. From an operating standpoint a less congested location would be desirable, but suggestions for using parking lots up to three blocks away from Main & Roosevelt, or new sheltered platforms underneath the elevated structure at Willets Point Blvd., have not been well received.

HEADWAYS IN EFFECT SEPTEMBER 1976

Route Number and Name		AM	Base	PM	Evg	Owl	Sat	Sun
Q1	Hillside Avenue	2½	10	3½	15	60	12	20
Q2	Hillside Avenue-Hollis Avenue	3	15	3	20	60	10	20
Q3	Hillside Avenue-Farmers Blvd.	20	--	25	--	--	--	--
Q3A	Liberty Avenue-114th Avenue	1½	7	2	9	60	7	10
Q4	Merrick Blvd.-Linden Blvd.	3	7	2	10	30	7	10
Q4A	Merrick Blvd.-St. Albans	4	15	4	20	--	21	25
Q5	Merrick Blvd.	2	12	2	12	60	10	17
	Rosedale Shuttle	20	--	20	--	--	--	--
Q5A	Merrick Blvd.-Rosedale	5	20	5	15	60	16	25
	Laurelton Shuttle	15	--	22½	--	--	--	--
Q5AB	Merrick Blvd.-Bedell Street	5	16	5	16	--	12	20
Q12	Flushing-Little Neck	6	20	6	20	60	25	30
Q12A	Little Neck Parkway	25	30	16	--	--	30	--
Q13	Flushing-Bayside	6	20	6	20	--	20	30
Q14	Flushing-Whitestone	5	20	9	20	--	25	30
Q15	Flushing-Beechhurst	10	20	5	20	60	20	30
Q16	Flushing-Bayside Avenue	5	16	5	20	60	21	21
Q17	Flushing-Jamaica	6	15	7½	15	45	18	20
Q17A	Horace Harding Blvd.	3	11	4	15	60	15	20
Q26	Parsons & Hollis Court Blvds.	10	20	10	20	60	22	40
Q27	Flushing-Rosewood	5	10	6	20	60	40	40
Q28	Flushing-Bayside West	4	10	3½	16	60	15	20
Q31	Bayside West-Jamaica	30	30	30	30	--	30	30
Q36	Queens Village-City Line	4½	15	4	15	60	10	20
Q42	177th Street	9	20	10	20	--	20	20
Q43	Hillside Avenue-City Line	3¼	11	4	21	45	15	15
Q44	Bronx-Jamaica	4	8	6	20	60	9	15
Q44A	Union Turnpike	3¾	10	4	15	60	7½	15
Q44B	Malba Shuttle	20	--	20	--	--	--	--
Q44FS	Flushing Shuttle	20	25	20	25	--	30	30
Q44VP	Vleigh Place Shuttle	9	18	9	18	--	16	--
Q48	LaGuardia Airport	30	30	30	5tr	--	30	30
Q75	73rd Avenue	5	20	5	20	--	20	--
Q76	Francis Lewis Blvd.-Hillside Avenue	20	20	20	20	--	20	--
Q77	Francis Lewis & Springfield Blvds.	10	18	18	--	--	--	--
Q88	Rego Park-Oakland Gardens	10	15	10	25	--	20	--
X18	Hillside Avenue-Manhattan	7½	--	10	--	--	--	--
X20	Rosedale-Manhattan	4tr	--	3tr	--	--	--	--
X24	Linden Blvd.-Manhattan	3tr	--	2tr	--	--	--	--

Service Notes

Q1 Alternate trips to Bellerose and to Queens Village Station, except owl trips cover both branches.

Q2 AM peak short-turns from 208th Street; some rush-hour trips to and from 179th Street subway station.

Q3A Alternate trips to 227th Street and to Queens Village Station, except all owl service to Queens Village; some rush-hour service to and from 179th Street subway station via Hollis Avenue and 188th Street.

Q5 Peak-hour short-turns to and from 233rd Street.

Q5A Via Bedell Street after 9 PM.

Q5AB No service after 9 PM.

Q16 Alternate trips via Francis Lewis Blvd. and via Utopia Parkway, except all owl buses via Francis Lewis.

Q17A Alternate AM peak buses start at Springfield Blvd.

Q27 Alternate peak-hour and all owl trips to and from Horace Harding Blvd.

Q28 Some peak-hour trips to and from Francis Lewis Blvd.; owl service ends at Corp. Kennedy Street & 32nd Avenue.

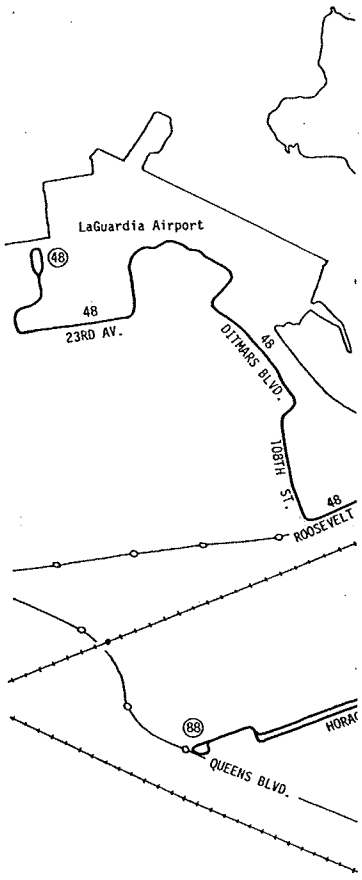
Q36 Alternate peak-hour trips to or from 179th Street subway station.

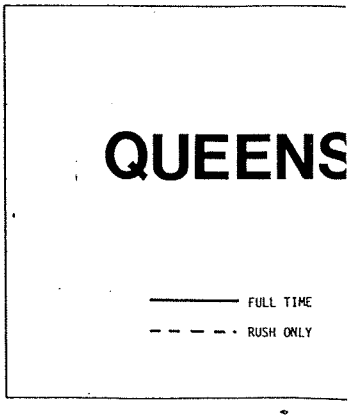
Q43 Some peak-hour trips to or from 179th Street subway station.

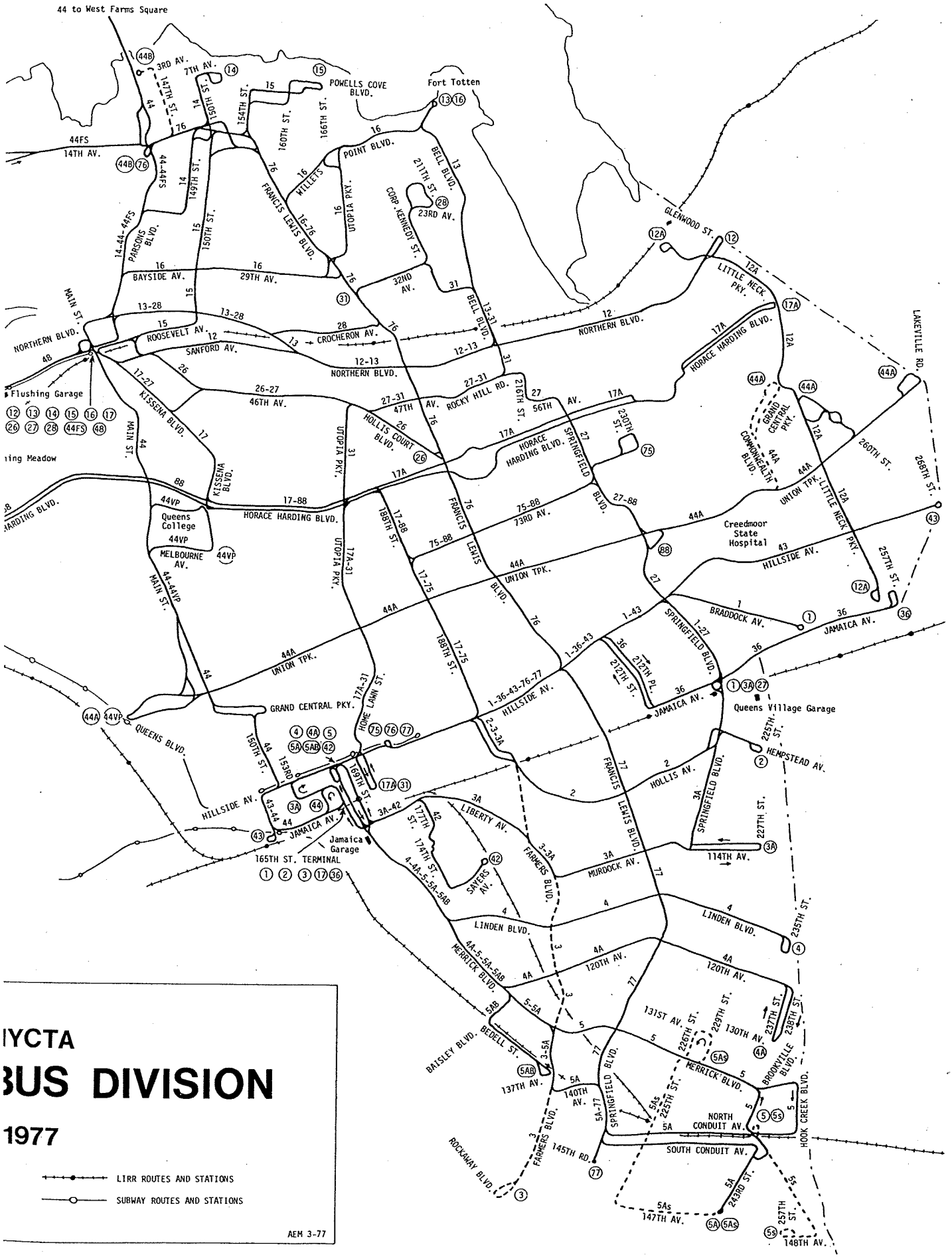
Q44 Alternate peak-hour trips operate between 14th Avenue and Sutphin Blvd. & Jamaica Avenue; alternate midday trips operate between Main & Roosevelt and 165th Street Terminal.

Q44A Alternate trips to City Line and to 260th Street, except two peak-hour trips to Commonwealth Blvd.; all owl service to City Line.

[The Queens Bus Guide, published by the Transit Authority in 1975, shows the routes of the private carriers as well as those of the Queens Bus Division, but service information is provided only for TA routes. The map is free from the Transit Authority, 370 Jay Street, Brooklyn.]







IYCTA
BUS DIVISION
1977

ROSTER OF BUSES

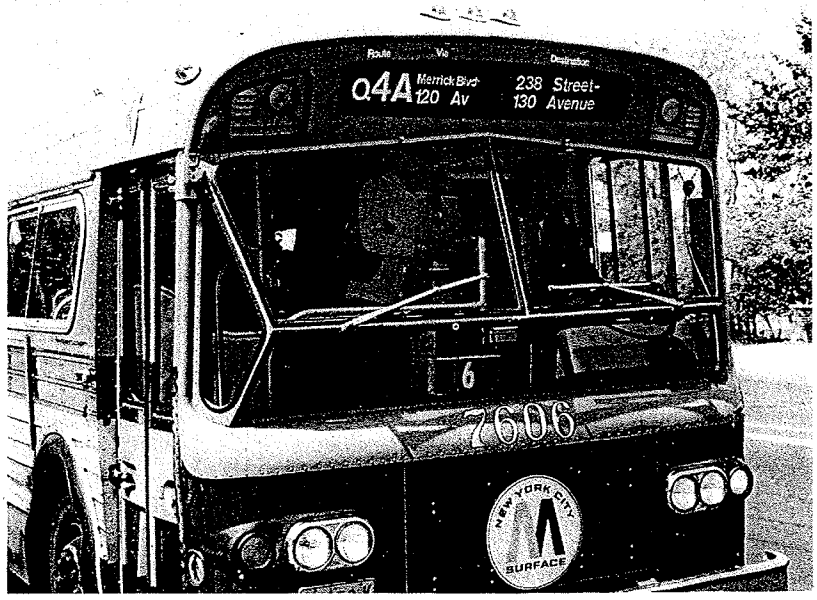
Queens Bus Division

Notes: For buses acquired with North Shore, see page 15. Shown here are all groups of buses that were used in Queens, at least in part, subsequent to the North Shore acquisition. For a complete NYCTA bus roster, see Motor Coach Age for June-July 1975.

160-199	Twin	41-S	339-378	40	1947		Ordered by North Shore
300-319	GM	TDH-4507	1100-1119	44	1947		Ordered by North Shore
1500-1524	Twin	41-S	826-850	40	1947		
1525-1575	Twin	44-S	56-106	44	1947-48		
2000-2129	GM	TDH-4507	1851-1900,2073-2099,2231-2253,2366-2395	44	1948		
II 2039	GM	TDH-4507	2396	44	1948		
2200-2261	GM	TDH-4507	2660-2714,2754-2760	44	1948		
320-322	GM	TD-4506	704-706	44	1946	(1948)	East Side Omnibus 301-303
701-703	GM	TD-4506	707-709	44	1946	(1948)	Comprehensive Omnibus 701-703
4500-4899	GM	TDH-5101	001-400	49	1948-49		
7000-7208	GM	TDH-5106	1117-1325 out of order	45	1957		
1-190	GM	TDH-5301	187-376	48	1959		(Used in Queens 1964-67)
501-805	GM	TDH-5301	942-1246	48	1960		(Used in Queens 1971-75)
2001-2175	GM	TDH-5301	3199-3373	48	1962		
3601-3950	GM	TDH-5303	735-1084 out of order	46	1963		
5601-5790	Flx	F2D6V-401-1	52617-52806	43	1965-66		
8001-8202	GM	TDH-5303	5571-5772	43	1967		AC
4300-4499	GM	T6H-5305A	517-679,686-722 out of order	43	1971		
6164-6199	GM	T6H-5310A	001-036	47	1972		
6200-6349	GM	T6H-5309A	225-374 out of order	43	1973		
6901-6956	GM	T6H-5310A	043-098 out of order	47	1973		
7000-7204	Flx	53102-6-1	57933-58137	43	1973-74		
7500-7659	Flx	53102-6-1	60640-60799	43	1975		

Present assignments: Flushing Garage, 2001-2074, 5601-5645, 4442-4455, 6200-6229, 7175-7204, 7590-7599 (203 buses).
Jamaica Garage, 2075-2095, 3885-3950, 4342-4391, 6164-6171, 7600-7614 (160 buses).
Queens Village Garage, 2096-2175, 5646-5700, 4392-4441, 6171-6179, 7155-7174, 7615-7629 (228 buses).

In 1973 it was announced that funds for a new terminal had been included in the city's capital budget; bids were called, and construction was set to begin in March 1975. A building with 21 bus berths was planned for the 39th Avenue side of an existing parking lot bounded by Union Street, 37th Avenue, 138th Street and 39th Avenue. Ground was broken by the mayor and the borough president on June 24, 1975, for the $4.2 million project, scheduled for completion in 18 months. Shortly thereafter came the city's financial crisis, which means among other things that Flushing bus riders will still be waiting at unsheltered curb stops for some time to come.



The latest Flxibles, 7500-7659, introduced a new destination sign arrangement since applied to some older buses as well. The curb side part of the sign is blue and the street side red, but the curtain is in one piece. Note the "Kneeling Bus" light and the public address system complete with external speaker (seldom used).

A general view of the 35th Avenue side of North Shore's main Flushing garage, now Division 60 of the sanitation department.

HISTORY OF ROUTES

Route Number and Name	Original Bus Operation	Assumed by North Shore	Original North Shore (or TA) Route and Important Changes
Q1 Hillside Avenue	Bee Line, 1923; to Nevin Queens in 1924	2/7/35	To Z&M Coach Co. 11/9/36.
		7/1/39 (from Z&M)	Sutphin Blvd. & Archer Avenue (Jamaica Station) to Jamaica Avenue & Springfield Blvd. (Queens Village Station) or to 243rd Street & Jamaica Avenue; cut back to 165th Street Terminal 5/12/41; owl service by continuous loop serving both branches 4/20/75.
Q2 Hillside Avenue-Hollis Avenue	Bee Line, 1923	5/22/39	163rd Street & Jamaica Avenue to Hempstead Avenue & City Line or to Queens Village Station; cut back to 165th Street Terminal 10/27/39; Queens Village Station branch replaced by Q3A extension 6/8/42.
Q3 Hillside Avenue-Farmers Blvd.	Bee Line, 1923	5/22/39	163rd Street & Jamaica Avenue to Farmers & Merrick Blvds.; extended to Rockaway Blvd. 7/1/39; cut back to 165th Street Terminal 10/27/39.
Q3A Liberty Avenue-114th Avenue	Bee Line, 1923	5/22/39	163rd Street & Jamaica Avenue to Murdock Avenue & Francis Lewis Blvd.; extended to 153rd & Hillside Avenue 5/12/41; extended to Queens Village Station 6/8/42; branch to 227th Street & 114th Avenue 3/20/49.
Q4 Merrick Blvd.-Linden Blvd.	Bee Line	5/22/39	163rd Street & Jamaica Avenue to 227th Street & Linden Blvd.; extended to 168th & Hillside Avenue and to 235th & Linden Blvd. 10/27/39.
Q4A Merrick Blvd.-St. Albans	Bee Line	5/22/39	163rd Street & Jamaica Avenue to 199th Street & 122nd Avenue; extended to 168th & Hillside Avenue 10/27/39; via 120th Avenue instead of Baisley Blvd., Farmers Blvd., and 119th Avenue about 1940; extended to Laurelton Parkway & 130th Avenue 2/18/62.
Q5 Merrick Blvd.	Bee Line, 2/22	5/22/39	163rd Street & Jamaica Avenue to Francis Lewis Blvd. & North Conduit Avenue (Rosedale Station); extended to 168th & Hillside Avenue 10/27/39.
Q5 Rosedale Shuttle	About 1951	--	Francis Lewis Blvd. & North Conduit Avenue to 257th Street & 148th Avenue.
Q5A Merrick Blvd.-Rosedale	Transit Coach Bus Lines, 1928	9/1/37	Jamaica Avenue & Union Hall Street to Farmers & Rockaway Blvds. via Merrick Blvd. and Farmers Blvd., or to 243rd & Huxley Streets via Merrick Blvd., Springfield Blvd., Sunrise Highway and 243rd Street; extended to 168th & Hillside Avenue 10/27/39; service to Farmers & Rockaway Blvds. replaced by extended Q3 and new branch started via Merrick Blvd., Farmers Blvd. and 140th Avenue to Higbie Station 9/9/41; all service via Farmers Blvd., 140th Avenue and Springfield Blvd. (combining both branches) by 1946; extended to 253rd Street & 149th Avenue 9/9/73 but cut back again to 243rd & Huxley; late evening and owl service via Bedell Street 4/20/75.
Q5A Laurelton Shuttle	Bee Line?	5/22/39?	131st Avenue & 226th Street to Laurelton Station; extended to 147th Avenue & Huxley Street by 1946.
Q5AB Merrick Blvd.-Bedell Street	8/9/64	--	168th Street & Hillside Avenue to 137th Avenue & Bedell Street.

Q12	Flushing-Little Neck	1925	--	Main & Roosevelt to Northern Blvd. & City Line; used Flushing Bus Terminal 1929 to 1/29/51.
Q12A	Little Neck Parkway	6/4/50	--	Little Neck Parkway from 40th Avenue to Jamaica Avenue.
Q13	Flushing-Bayside	DP&S, 3/14/20	8/1/22	Main & Roosevelt to Bell & Crocheron Avenues by 1925; shuttle from Bell & Crocheron to Fort Totten started by 1929 and later combined with main line; used Flushing Bus Terminal 1929 to 1/29/51; branch via 35th Avenue to Francis Lewis Blvd. started 10/14/40 and discontinued by 1946.
Q14	Flushing-Whitestone	DP&S, 1922	8/1/22	Main & Roosevelt to 7th Avenue & 151st Street; used Flushing Bus Terminal 1929 to 1/29/51.
Q15	Flushing-Beechhurst	4/3/29	--	Main & Roosevelt to 10th Avenue & 160th Street via Roosevelt Avenue, 150th Street, 15th Avenue and 154th Street; used Flushing Bus Terminal 1929 to 1/29/51; extended to 162nd Street & Powells Cove Blvd. 2/23/56 and to 166th Street 6/27/56.
Q16	Flushing-Bayside Avenue	8/15/30	--	Flushing Bus Terminal to Fort Totten via Bayside Avenue, 29th Avenue, Francis Lewis Blvd. and Willets Point Blvd.; Flushing Bus Terminal closed 1/29/51; branch via 26th Avenue and Utopia Parkway to 21st Avenue started 10/30/52, extended to 16th Avenue about 1955, and extended to Fort Totten 11/17/57.
Q17	Flushing-Jamaica	Flushing Heights Bus Corp., 1928	9/22/35	Main & Roosevelt to 168th & Jamaica Avenue via Kissena Blvd., Horace Harding Blvd., Fresh Meadow Lane, Utopia Parkway and Home Lawn Street; through-routed with Q20 to College Point 7/1/39; extended to 165th Street Terminal and to Jamaica Station 10/14/40 but cut back again to 168th & Jamaica Avenue by 1942; separated from Q20 6/8/42, combined again 2/4/46, and separated again 1/27/47 (there may have been other combinations and separations that are not recorded); via Horace Harding Blvd., 188th Street and Hillside Avenue in place of Q30 2/3/57.
Q17A	Horace Harding Blvd.	9/7/47	--	169th & Jamaica Avenue to Horace Harding & Springfield Blvds. via Home Lawn Street, Utopia Parkway, Fresh Meadow Lane and Horace Harding Blvd.; extended to Little Neck Parkway 8/21/49; via Utopia Parkway to Horace Harding Blvd. 7/15/74.
Q20	Flushing-Queensboro Hill	5/2/33	--	Main & Roosevelt to Main & Nassau Blvd. (now Horace Harding Blvd.); extended to 119th Street & 9th Avenue, College Point, over Q35 in 1935; cut back to operate between 119th & 9th Avenue and Main & Roosevelt probably in 1938 (when Q44 was started) and redesignated Flushing-College Point; through-routed with and separated from Q17 several times (see under Q17); via Parsons Blvd. to 14th Avenue by 1940; cut back to 122nd Street & 15th Avenue about 1942 and restored to 119th & 9th Avenue by 1946; cut back to 14th Avenue & College Point Blvd. 2/3/57 and redesignated Q44FS.
Q23	Corona-Ditmars Blvd.	1925	--	To Triboro Coach Corp. 1/30/38.
Q25	Flushing-Jamaica via Parsons Blvd.	Flushing Heights Bus Corp., 1928	9/22/35	To Queens-Nassau Transit Lines 8/11/37.
Q26	Queens Village via Rosewood	Z&M Coach Co., 10/1/31	11/9/36	Main & Roosevelt to 239th Street & Jamaica Avenue; cut back to Queens Village Station 11/26/41; cut back to Hollis Court & Horace Harding Blvds. 1943 to 2/4/46 and again 2/3/57, when redesignated Parsons & Hollis Court Blvds.
Q27	Flushing-Rosewood	Z&M Coach Co., 1926	11/9/36	Main & Roosevelt to Horace Harding & Springfield Blvds. via Kissena Blvd., Holly Avenue, 46th Avenue, Hollis Court Blvd., 47th Avenue, Rocky Hill Road, 48th Avenue, 216th Street, Luke Place, 56th Avenue and Springfield Blvd.; extended to Queens Village Station via Springfield Blvd. 4/30/50; extended to 136th Avenue & Springfield Blvd. 2/3/57 to Fall 1957.
Q28	Flushing-Bayside West	4/28	--	Main & Roosevelt to 201st Street & 32nd Avenue via Northern Blvd., Crocheron Avenue, Francis Lewis Blvd. and 32nd Avenue; used Flushing Bus Terminal 1929 to 1/29/51; extended to 33rd Avenue & Corp. Kennedy Street 10/14/40; branch to 211th Street & 23rd Avenue, Bay Terrace, 2/18/62.
Q30	Briarwood	Briarwood Bus Co., 5/29 (abandoned 3/31/38)	7/22/39	Sutphin Blvd. & Archer Avenue to Briarwood Road & Queens Blvd. via Sutphin Blvd., Jamaica Avenue, Parsons Blvd. and Briarwood Road (now 84th Avenue, Smedley Street and 84th Drive); discontinued 1/7/46.

One of the 40-RL's parked at the 35th Avenue & Farrington Street garage, showing the original color scheme in some detail.

Q30	Fresh Meadow-188th Street	10/10/48	--	165th Street Terminal to 188th Street & 64th Avenue via Hillside Avenue and 188th Street; extended to Main & Roosevelt via Horace Harding and Kissena Blvds. 1950; discontinued 2/3/57 (see Q17).
Q31	Bayside West-Jamaica	S&C Buses, Inc. by 1932 (abandoned 9/7/35)	11/12/36	32nd Avenue & 201st Street to Fresh Meadow Lane & 65th Avenue via 33rd Avenue, 208th Street, Crocheron Avenue, Bell Blvd., 48th Avenue, Rocky Hill Road, 47th Avenue, Hollis Court Blvd. and Fresh Meadow Lane; extended to 169th & Jamaica Avenue 6/30/63.
Q31A	Bayside West-Queens Village	4/30/50	--	32nd Avenue & 201st Street to Queens Village Station via 201st Street, 33rd Avenue, 208th Street, 35th Avenue, Bell Blvd., 48th Avenue, 216th Street, Luke Place, 56th Avenue and Springfield Blvd.; discontinued 2/3/57.
Q32	Creedmoor	Lund Coach Co., 1930; to Nevin Queens 7/4/34	2/7/35	To Z&M Coach Co. 11/9/36.
			6/30/39 (from Z&M)	Jamaica Avenue & Springfield Blvd. to Creedmoor State Hospital via Jamaica Avenue, 222nd Street, Braddock Avenue and Winchester Blvd.; discontinued 7/27/59.
Q35	Flushing-College Point	2/15/32	--	Main & Roosevelt to 119th Street & Ninth Avenue via Main Street, Northern Blvd., Union Street, Willets Point Blvd., Parsons Blvd., 20th Avenue, 149th Street, 14th Avenue, 127th Street, 7th Avenue, 122nd Street and Ninth Avenue (loop 119th Street, Poppenhusen Avenue, Fifth Avenue, 122nd Street and 7th Avenue); through-routed with Q20-Queensboro Hill and redesignated Q20 in 1935.
Q36	Queens Village-City Line	Schenck Transportation Co., 4/26	6/30/39	212th Street & Jamaica Avenue to 257th Street & Jamaica Avenue; extended to 165th Street Terminal 1939.
Q42	177th Street	North Beach Bus Corp., 3/27/34	10/30/35	To Green Bus Lines 12/2/35.
			6/17/39 (from Green)	165th Street & Jamaica Avenue to 111th Avenue & 178th Street; extended to 168th & Hillside Avenue 10/27/39.
Q43	Hillside Avenue-City Line	Schenck Transportation Co., 5/24/35	6/30/39	212th Street & Jamaica Avenue to Hillside Avenue & City Line; extended to 165th Street Terminal 5/12/41.
Q44	Flushing-Jamaica via Main Street	3/22/38	--	Main & Roosevelt to Jamaica Station via Main Street, Grand Central Parkway service road, 150th Street, Hillside Avenue and Sutphin Blvd.; branch to 165th Street Terminal via Parsons Blvd. and Jamaica Avenue 10/14/40; extended to West Farms Square via Main Street, Northern Blvd., Union Street, Parsons Blvd., Bronx-Whitestone Bridge, Hutchinson River Parkway, East 177th Street and Tremont Avenue Spring 1941 and redesignated Bronx-Jamaica; Jamaica Station service discontinued and 165th Street Terminal service rerouted via 150th Street, Hillside Avenue, Sutphin Blvd. and Jamaica Avenue 8/42.
Q44A	Union Turnpike	12/4/39	--	Union Turnpike from Queens Blvd. to Hollis Court Blvd.; extended to Springfield Blvd. 9/7/47, to 251st Street 11/47, and to City Line 4/48; branch via 260th Street and 73rd Avenue to Little Neck Parkway 2/5/50; peak-hour branch via Commonwealth Blvd. and Grand Central Parkway to Little Neck Parkway 3/18/68.

Q44B	Malba Shuttle	10/9/50	--	14th Avenue & Parsons Blvd. to 3rd Avenue & Whitestone Parkway.
Q44FS	Flushing Shuttle	Formerly Q17/20, changed 2/3/57	--	Main & Roosevelt to 14th Avenue & College Point Blvd.
Q44VP	Vleigh Place Shuttle	10/14/40	--	Union Turnpike & Queens Blvd. to Main & Roosevelt (designated Flushing-Kew Gardens); extended to West Farms Square 10/28/40 to Spring 1941; thereafter the northern terminus was Roosevelt Avenue or Jewel Avenue at different times; known cut back to Jewel Avenue 1/27/47; extended to Kissena Blvd. & Melbourne Avenue 7/1/68.
Q48	La Guardia Airport	3/31/40	--	Main & Roosevelt to LaGuardia Airport via Roosevelt Avenue, 108th Street and Ditmars Blvd.
B72	Junction Blvd.			Transferred from the Brooklyn Bus Division 7/27/60; sold to Triboro Coach Corp. 1/21/61.
Q75	73rd Avenue	4/28/52	--	175th & Hillside Avenue to 67th Avenue & 230th Street via Hillside Avenue, 188th Street and 73rd Avenue.
Q76	Francis Lewis Blvd.-Hillside Avenue	10/29/61	--	175th & Hillside Avenue to 14th Avenue & Parsons Blvd. via Hillside Avenue, 188th Street, Horace Harding Blvd. and Francis Lewis Blvd.; via Hillside Avenue and Francis Lewis Blvd. 1/28/62.
Q77	Francis Lewis & Springfield Blvds.	9/13/65	--	175th & Hillside Avenue to Springfield & Merrick Blvds. via Hillside Avenue, Francis Lewis Blvd. and Springfield Blvd.; extended to 145th Road 9/10/73.
Q80	Linden Blvd.	9/8/69	--	Merrick Blvd. & Sayres Avenue to Linden & Lefferts Blvds.; extended to Lefferts Blvd. & Liberty Avenue 12/8/69 and to Liberty Avenue & Rockaway Blvd. 3/23/70; disc tinued 6/5/70.
Q88	Rego Park-Oakland Gardens	9/16/74	--	Woodhaven & Queens Blvds. to Union Turnpike & Springfield Blvd. via Horace Harding Blvd., 188th Street, 73rd Avenue and Springfield Blvd.

World's Fair Service (Operated as part of Rt Q44)

Flushing-West Farms Square	4/30/39 to 10/31/39	West Farms Square to World's Fair
	11/1/39 to 5/10/40	West Farms Square to Main & Roosevelt
	5/11/40 to 10/27/40	West Farms Square to World's Fair
Westchester Square-Flushing	4/30/39 to 10/31/39	Westchester Square to World's Fair
	11/1/39 to 5/10/40	Westchester Square to Eastern (now Bruckner) Blvd. & Zerega Avenue
	5/11/40 to 10/27/40	Westchester Square to World's Fair
	10/28/40 to 3/10/41	Westchester Square to Eastern (now Bruckner) Blvd. & Zerega Avenue
Jamaica-World's Fair	Operated only when World's Fair was open	

Manhattan Express Service

X18	Hillside Avenue	8/2/71	Originally designated Q18X. Hillside Avenue & City Line to 23rd Street & Madison Avenue or to 57th Street & Third Avenue via Hillside Avenue, Queens Blvd., Long Island Expressway and Queens-Midtown Tunnel (return via Queensborough Bridge); extended to 23rd Street & First Avenue 6/5/72.
X20	Rosedale	10/4/71	Originally designated Q20X. 253rd Street & 149th Avenue to Manhattan (terminal points as X18) via Francis Lewis Blvd., Hook Creek Blvd., Merrick Blvd., Linden Blvd., Van Wyck Expressway and as X18; extended to First Avenue 6/5/72.
X24	Linden Blvd.	10/18/71	Originally designated Q24X. 235th Street & Linden Blvd. to Manhattan (terminal points as X18) via Linden Blvd., Farmers Blvd., Liberty Avenue, Van Wyck Expressway and as X18; extended to First Avenue 6/5/72.

STARTING AND ENDING DATES OF ROUTES WITHOUT CITY FRANCHISES

Nassau County Routes

Roslyn-Glen Cove	12/11/26	to	1928
Flushing-Glen Cove	1929	to	1947*
Mineola-Glen Cove	1929	to	1930
Sea Cliff-Glen Cove	1929	to	1934
Port Washington-Hicksville	1929	to	8/31/34
Glen Cove Local	1930	to	1930
Sea Cliff Local	1931	to	1933
Flushing-Roslyn	1933	to	1934
Port Washington-Mineola	8/31/34	to	4/23/36*
Flushing-Great Neck	2/18/35	to	1947*
Little Neck spur	10/25/37	to	12/16/37

*Subsequently operated by Schenck Transportation Co.

Manhattan Express Routes

New York-Great Neck	1928	to	2/18/35
New York-Glen Cove	1928	to	2/18/35
New York-Flushing	1928	to	1928
New York-St. Albans	1930	to	1931
New York-Queens Village	1930	to	1/6/35
New York-Richmond Hill	1930	to	2/19/35
New York-Jackson Heights	1931	to	1933
New York-Jones Beach	1931	to	1934
New York-Beechhurst	1932	to	1932

Seasonal Routes

Flushing-Coney Island	1930	to	1930
Flushing-Mineola Fair Grounds	1930	to	1930
Flushing-Long Beach	1930	to	9/10/34
Flushing-Bear Mountain	1932	to	1933
Flushing-Jones Beach	1934	to	1946?

NEWS AND NOTES

AM GENERAL IS LOW BIDDER ON JOINT TROLLEY-COACH CONTRACT

The Southeastern Pennsylvania Transportation Authority and the Municipality of Metropolitan Seattle jointly opened bids on March 15 for new trolley-coaches. Both were surprised by the identity of the low bidder, AM General, and by the price, $116,000 plus an inflation allowance for non-air-conditioned Seattle coaches, $126,000 for the Philadelphia group. Flyer Industries, builders of all 739 trolley-coaches delivered new to North American properties since 1968, did not bid, though to be sure Flyer still serves as the foundry for AM General's assembly operations. Both properties are considering specifying solid-state control apparatus, which no existing North American trolley-coaches have.

SEPTA intends to purchase 110 coaches for its five routes, while Seattle's order depends on the price to be paid for rehabilitation of its overhead and substation equipment. If attractive quotations can be obtained, Metro has talked of expanding its present abbreviated overhead network and buying as many as 125 new vehicles, though fewer than 60 now serve the system. Seattle will definitely have 63 new coaches, at least. The entire trolley operation in Seattle is to be shut down for most of 1978 to permit its reconstruction, with the new coaches to arrive early in 1979 if contracts are signed by mid May. Hence delivery of 215 AM General diesel buses late last year and early in 1977 has not permitted large-scale withdrawal of old diesels, which must be saved for temporary use next year. Gasoline-powered Twins, however, are gone.

Other than its work for AM General, Flyer Industries has not been particularly active lately, and the Province of Manitoba, which owns the company, is said to have conducted exploratory talks with Volvo and MAN with respect to selling a substantial interest. Volvo had been reported interested in a Vancouver factory back when the political climate in British Columbia favored rapid expansion of provincially funded local bus systems, and MAN tried to get a foothold in Quebec when that province was subsidizing new buses built there. Lately GM has closed its Montreal bus assembly operation, having completed the massive orders for T6H-5307's placed by the Montreal commission.

Thinking of climates, New York's experimental Leyland double-deckers were all taken out of service last December and sat through the coldest winter on record, following public complaints of inadequate heat. Those wonderful August days in Manhattan, when both temperature and relative humidity hover around 95, may pose less of a problem, because the air-conditioning is operated by a separate small diesel motor not connected to the main heating and ventilating system.

Five San Diego Transit buses were equipped with wheelchair lifts and placed in regular-route service on February 6th, possibly the first instance in the United States of such buses being used to fill regular schedules. To accomplish the conversion, the front stepwell and door were widened by about 5 inches, and the steps were replaced with the hydraulically operated lift platform. The lift resembles ordinary bus steps when it is not in use, and it can be lowered to match the curb height. Transportation Design and Technology is a San Diego company that makes the lifts, which cost about $10,000 each to place in existing buses. Press reports announce that the firm has already shipped quantities of lifts to GM, Flxible and AM General. It is known that St. Louis is buying 60 of 171 Flxibles currently being delivered with wheelchair lifts and will place them on selected routes to fill the entire base schedule. SCRTD has ordered 200 AM Generals with lifts for summer delivery.

--A.E.M.